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Ship's Histories Section

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#1



HISTORY OF USS LESLIE L. B. KNOX (DE-580)

USS LESLIE L. B. KNOX (DE-580) is named in honor of Lieutenant (j.g.) Leslie Lockhart Bruce Knox, U. S. Naval Reserve, who was born in Brisbane, Australia, on 17 November 1916, and died in action against enemy Japanese forces in the Battle of the Coral Sea, the presumptive date of his death being 8 May 1942. He was posthumously awarded the Navy Cross for extraordinary heroism and conspicuous courage as pilot of an airplane of a Fighter Squadron in action against enemy Japanese forces in the Battle of the Coral Sea on 7 May 1942. On that evening he attacked a formation of seven enemy aircraft in the vicinity of his ship, shooting down one and assisting in the action which resulted in dispersing the others. In this engagement, he displayed unusual skill and devotion to duty, carrying out his mission with determination and aggressiveness against great enemy odds and with complete disregard for his own personal safety. He failed to return from this action.

USS LESLIE L. B. KNOX (DE-580), first ship of the Fleet to bear the name, was built by the Bethlehem-Hingham Shipyard, Incorporated, of Hingham, Massachusetts. Her keel was laid, 7 November 1943, and she was launched on 8 January 1944, under the sponsorship of Mrs. Louise Kennedy Knox, widow of Lieutenant (j.g.) Leslie Lockhart B. Knox, USNR. The ship was placed in commission 22 March 1944, when Lieutenant J. A. Moffett, USNR, assumed command. After fitting out at the Boston Navy Yard, she made a shakedown cruise to the Bermuda area and returned to Boston on 10 May 1944.

LESLIE L. B. KNOX was assigned to Escort Division 67, U. S. Atlantic Fleet, and after brief training operations in the Chesapeake Bay, steamed to Brooklyn, New York, to commence escort duty, arriving 8 June 1944. She then made two voyages between New York and Norfolk. On 24 June she steamed from Hampton Roads, Virginia, as part of the escort for convoy UGS-46, enroute to Bizerte, Tunisia, where she arrived on 14 July 1944. She departed Bizerte as convoy escort, 20 July, and on 8 August arrived off Norfolk, Virginia. She then steamed to the New York Navy Yard for overhaul. During the period 30 August to 16 October 1944, she joined Task Force 60 as escort for convoy to Bizerte, Tunisia and participated in anti-submarine exercises at Palermo, Sicily, while in the Mediterranean.

She returned to New York on 16 October for repairs and on 3 November 1944, rendezvoused with Escort Division 67, enroute to the Pacific. She completed transit of the Panama Canal on 10 November and after calling at ports in the Galapagos, Society and Solomon Islands, arrived at Humboldt Bay, Hollandia, New Guinea, on 11 December 1944.

From December 1944 through June 1945, LESLIE L. B. KNOX was engaged in convoy escort duty, anti-submarine patrol, and delivery of United States mail in the New Guinea and Philippine areas. Her escort duty included one voyage from Hollandia to Leyte Gulf during 3 to 14 January 1945, in support of the Lingayen Gulf landing. From 25 January to 3 February 1945, she escorted a

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HISTORY OF SHIPS NAMED CORAL SEA

Two ships of the Fleet have been named to commemorate the Battle of the Coral Sea, 4-8 May 1942.

The Battle of the Coral Sea transcends mere history in hearts of all Americans who remember with reverent pride the valiant sacrifice of destroyer SIMS, fleet oiler NEOSHO, and the special courage of the Fighting Lady LEXINGTON. To Australians it forever remains an inspiring memorial victory which saved that great nation in the cause of justice and light. Each anniversary of the Battle of the Coral Sea is marked with great celebrations, hosted by Australians in Sidney as well as in American cities wherever Australians are gathered, such as New York and Washington, D. C.

The first major naval battle in history in which the damage was done solely by opposing aircraft carrier planes, the Battle of the Coral Sea was a memorable prelude to the great victory in the Battle of Midway and a strategic victory for Rear Admiral Frank Jack Fletcher's Task Force SEVENTEEN, built around his flagship carrier YORKTOWN and carrier LEXINGTON. The latter carrier, known affectionally as "Lady Lex", sortied from Pearl Harbor as the flagship of Rear Admiral Aubrey W. Fitch (Task Force 11) on 15 April 1942 and made rendezvous with Rear Admiral Fletcher's YORKTOWN force southwest of the New Hebrides Islands on 1 May. At this time a powerful Japanese task force had been formed in the hope of its winning control of the Coral Sea and cut off Australia from the war. It comprised an invasion group of eleven transports which carried Army troops and a naval landing force, screened by a destroyer squadron, and was to seize Port Moresby; a smaller invasion group which was to seize Tulagi and set up a seaplane base; and a support group built around a seaplane carrier which was to establish a seaplane base in the Louisiades. These enemy invasion groups were covered by light carrier SHOHO, four heavy cruisers, and a destroyer; and a striking force comprising the powerful Japanese aircraft carriers SHOKAKU and ZUIKAKU, screened by two heavy cruisers and six destroyers.

On the morning of 3 May 1942, YORKTOWN and LEXINGTON task forces were some 100 miles apart and engaged in fueling operations. A few hours before midnight, Rear Admiral Fletcher received word that Australian-based planes had sighted enemy transports debarking troops at Tulagi. He was soon on a northerly course at 27-knot speed and by daybreak of 4 May, was in striking distance of Tulagi. Three attack groups rose off YORKTOWN's deck to hit the invasion force at Tulagi. Their bomb and torpedo hits sank Japanese destroyer KIKUZUKI, three minesweepers, and four landing barges. Five enemy seaplanes were also destroyed and a number of vessels including destroyer YUZUKI were damaged. That same day a cruiser and destroyer force (Task Force 44) under

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HISTORY OF SHIPS NAMED DES MOINES

There is a certain paradox in the fact that two outstanding vessels of the United States Navy have borne the name of a city more than a thousand miles from the Atlantic Ocean and almost two thousand miles from the Pacific Ocean, a city with no seagoing attributes at all save the enormous pride she has had in the vessels which have borne her name. For Des Moines, capital city of Iowa, have been named vessels with remarkably parallel careers and places in naval history. Both ships named DES MOINES have been outstanding in their service not only to the national interest of the United States, but to humanitarian interests and the cause of peace. Both have illustrated remarkably the role which the United States Navy has played in diplomacy through the years, a role which becomes increasingly important under today's conditions.

The first DES MOINES (C-15) was built by the Fore River Ship and Engine Company of Quincy, Massachusetts. She was launched 20 September 1902, and her sponsor was Miss Elsie Macomber, a resident of the city for which she was named. She was placed in commission 5 March 1904, with Commander A. McCrackin in command.

DES MOINES was first assigned to the Caribbean Squadron of the North Atlantic Fleet, and it was in the Caribbean that she cruised on her shakedown operations 23 June to 5 August 1904. Following her final trials, she was assigned to the European Squadron, and sailed from Boston 29 August on a triumphal tour of ports in France, England, Ireland, Norway, Holland, Belgium, Spain, and Italy. This grand tour completed, she cleared Gibraltar 30 November bound for an extended tour of duty in the Caribbean.

During the next year, DES MOINES participated in maneuvers, target practice, survey duty, and the general task of guarding American interests in the Caribbean, a job assigned to the Navy in that period when political unrest in many of the countries of the area occasionally put Americans in danger. She remained in southern waters until 19 January 1906, when she at last turned her bow northward toward home, calling at Norfolk before she arrived in Boston 16 February for overhaul.

Ready for duty again 15 April 1906, DES MOINES left Boston for duty with the Atlantic Fleet until 27 December 1907, when she received orders attaching her to the Special Service Squadron operating primarily in the Caribbean. In addition to participating in scheduled exercises, she resumed her function of protecting American interests, often served to transport units of the Marine Corps on the same duty, and carried government officials.

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SHIP'S HISTORY SECTION

HISTORY OF SHIPS NAMED HARADEN

Two ships of the Fleet have been named in honor of Captain Jonathan Haraden, courageous officer of the Massachusetts State Navy and daring privateersman during the Revolutionary War.

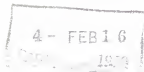
Jonathan Haraden was born in Gloucester, Massachusetts, on 11 November 1744 and went to sea while a boy, from the port of Salem where he had been taken by John Cabot. He became the first lieutenant of the Massachusetts State Sloop TRYANNICIDE in July 1776 and took part in every daring exploit of that little vessel which he commanded in the second year of his service. He took many prizes while cruising to waters as far as France, the British Isles and the West Indies in TRYANNICIDE, then left the state service in the summer of 1778 for an equally brilliant career as a privateersman in command of the 16-gun ship GENERAL PICKERING of Salem. He simultaneously engaged and captured three British privateers of 14, 10 and 8 guns off Sandy Hook, New Jersey, in October 1779, then crossed the Atlantic for the Bay of Biscay where he captured a 22-gun sloop. A few days later, 4 June 1800, he secured this prize from the 42-gun British privateer ACHILLES. This antagonist, three times superior in force, was engaged by a fierce and close action for three hours until she sheered off, leaving Haraden in possession of the sloop. Haraden continued his raids on English commerce until early 1781 when he fell into the trap set by British Admiral Rodney at St. Eustatius. He soon regained his liberty and took command of the 14-gun privateer JULIUS CAESAR of Salem, in which he sailed in 1782. In June of the same year he simultaneously fought two British vessels of 16 and 18 guns for more than two hours, evading capture. His health steadily declined after the close of war and he died at Salem, 23 November 1803.

The first HARADEN (DD 163) was built by the Newport News Shipbuilding and Drydock Company of Newport News, Virginia. Her keel was laid 30 March 1918 and she was launched 4 July 1918, under the sponsorship of Miss Mabel B. Stephens, great-niece of Captain Jonathan Haraden. The destroyer was placed in commission at the Norfolk Navy Yard on 7 June 1919, Lieutenant Commander R. H. Booth, USN, in command.

HARADEN had an overall length of 314 feet, 5 inches; extreme beam, 31 feet, 8 inches; normal displacement, 1213 tons; mean draft, 9 feet, 4 inches; designed speed of 35 knots; and a designed complement of 6 officers and 95 men. Her original armament was four 4-inch .50 caliber guns; two 3-inch .23 caliber anti-aircraft guns; and four 21-inch triple torpedo tubes.

HARADEN was assigned to U. S. Naval Forces in European Waters. She departed Norfolk on 26 June 1919 to take on torpedoes and gear at Newport, Rhode Island, then put into New York on the 29th. The next day she sailed

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HISTORY OF SHIPS NAMED HELENA

Though far from any large body of water, the capitol city of the state of Montana, Helena, has distinguished sea-going associations, for she has given her name to three outstanding vessels of the United States Navy. By interesting coincidence, all three have had close contact with the Far East and its people, and today's HELENA carries on this tradition through her service as flagship of the SEVENTH Fleet.

First namesake of the Montana city was the light draft gun-boat HELENA. She was built by the Newport News Shipbuilding Company, Newport News, Virginia, where her keel was laid 11 October 1894. HELENA was launched 30 January 1896, with Miss Agnes Belle Steele, daughter of the mayor of Helena, acting as sponsor. She was placed in commission at the New York Navy Yard 8 July 1897, when Commander W. T. Swinburne became her first commanding officer.

HELENA's first assignment was with the North Atlantic Fleet, cruising primarily in home waters. During the Spanish-American War, she stood by in Cuban waters, where she saw action several times. On 2 and 3 July 1898, she exchanged fire with the enemy batteries at Fort Tumas, and on 18 July, she was one of the squadron which closed the port of Manzanillo by sinking or destroying eight small vessels there during a vigorous attack.

The great problem facing the United States at the close of the Spanish-American War was the Philippine Insurrection. It was to aid in the suppression of this rebellion that HELENA sailed from Boston, Massachusetts, 3 November 1898. Bound for duty on the Asiatic Station, she sailed by way of the Suez Canal, and arrived in the Philippines 10 February 1899.

Among the actions in which HELENA participated during the Philippine Insurrection, outstanding were the following. On 21 May 1899, she was present at the evacuation of Jolo by the Spanish and the landing of American troops to replace them. During June, she stood by with other vessels in Manila Bay to support the Army during its offensive south of Manila into Cavite Province. On 13 June, one of her landing parties aided the troops ashore in an assault which carried strong defenses along the Zapote River.

One of HELENA's actions during the Philippine Operation sounds like a World War II episode. On 7 November 1899, she bombarded San Fabian in Lingayen Gulf, and covered the landing of 2500 troops there. Just 45 years later, American troops would once more storm those beaches, while American naval guns barked overhead. Continuing her support of forces ashore in December, HELENA ascended the Cagayan River searching for the advance battalion of the 24th Infantry with which communication had been lost. The battalion was located by a boat party about eighty miles above Aparri.

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HISTORY OF SHIPS NAMED LAWRENCE

Four ships of the Fleet have been named in honor of Captain James Lawrence, U. S. Navy.

James Lawrence was born in Burlington, New Jersey, on 1 October 1781 and entered the Navy as Midshipman, 4 September 1798. After service in frigates GANGES and ADAMS, he became first lieutenant of schooner ENTERPRISE. On 2 June 1803 he put off from ENTERPRISE as second in command of David Porter's brave men in seven small boats who made for the shore of Tripoli where more than a thousand enemy had drawn up behind a barricade of twelve craft and shore structures. Musket fire from five boats kept the enemy at bay while two went among the enemy craft and set them ablaze. They returned to their warships some two hours later without the loss of one life among the fifty men who had made the daring attack on the enemy's shore. Lawrence was second in command of the volunteers under Stephen Decatur which accomplished "the daring feat of the age" in ketch INTREPID the night of 16 February 1804. Making a bold entry into Tripoli Harbor near sunset, they took the little ketch among the enemy shipping under the guise of a Maltese merchantman who had lost anchor and obtained permission to make fast to the captured frigate PHILADELPHIA. As INTREPID was hauled alongside, the volunteers swept aboard the frigate in a storm of fury to dispose of the Tripolitan crew, set her afire from stem to stern, and returned to the ketch with but one man wounded. Within twenty minutes after first boarding PHILADELPHIA, they were making their way out of the harbor in her burning torchlight under the salvos of enemy batteries on shore. Lawrence also served with distinction in the gunboat attacks on Tripoli Harbor in August 1804. During the years that followed he commanded Gunboat Number 6, VIXEN, WASP, and ARGUS. He sailed for Europe as commander of the HORNET in the fall of 1911 and returned the following May with the last dispatches from England before the declaration of war, 19 June 1812. Three days later he took HORNET to sea with the Squadron of Commodore John Rodgers which took seven prizes including a privateer captured by HORNET off the banks of Newfoundland on 9 July 1812. Returning from this cruise to Boston, he again set sail on 27 October in company with Commodore Bainbridge in frigate CONSTITUTION for the coast of South America. He blockaded the British sloop-of-war BONNE CITOYENNE at Salvador (now Bahia), offering every challenge to get her out of the harbor for a fight until 24 January 1813 when the 74-gun British ship MONTAGU made an appearance. Escaping the latter antagonist in the dark of night, he cruised northward off Pernambuco where he captured the brig RESOLUTION with \$23,000 in specie aboard 14 February 1813. Off the mouth of the Demerara River ten days later, he bore HORNET down on the British brig PEACOCK for a hot and close action of some fifteen minutes which caused the enemy to strike her colors in a state of sinking, with 8 men including her captain killed, and thirty-wounded. Lawrence had one man killed and two

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HISTORY OF SHIPS NAMED PITTSBURGH

Three ships of the Fleet have been named for the great industrial city of Pittsburgh, Pennsylvania.

The first PITTSBURGH, a side-wheel, ironclad gunboat, was built under War Department contract with James B. Eads at St. Louis, Missouri, in 1861. Her length was 175 feet; beam, 51½ feet; draft, 6 feet; tonnage, 512; battery (January 1862), six 32-pounder 43 cwt. guns; three eight-inch 63 cwt. guns; and four 42-pounder Army rifles; complement, about 200 men. She was commissioned in January 1862 and Lieutenant Egbert Thompson, USN, assumed command.

PITTSBURGH was placed in the Western Gunboat Flotilla (Army) under Flag Officer Andrew H. Foote, USN, and assigned to river patrol duty. With five other gunboats she attacked Fort Donelson on 14 February 1862, receiving about thirty shot including two through her bow. After repairs were made, she joined other vessels in an attack upon Island No. 10 on 3 April. On 7 April, at 2 A. M., during a heavy thunderstorm, she ran the batteries at Island No. 10, going past untouched, under fire from seventy-three guns. With the CARONDELET, she attacked and spiked shore batteries below New Madrid on 7 April enabling Army units to cross the Mississippi. From 12 April to 6 June she participated in the operations against Plum Point Bend, Fort Pillow, and Memphis. PITTSBURGH, with other vessels of the Western Gunboat Flotilla, was transferred to the Navy Department on 1 October 1862. She participated in the Steele's Bayou Expedition from 14-27 March 1863. On 16 April she joined eleven other vessels in passing the Vicksburg batteries. Accompanied by six ships, the PITTSBURGH led the attack upon Grand Gulf on 29 April 1863, in a five and one-half hour engagement receiving thirty-five shot and suffering nineteen casualties. On 4 May she joined four other vessels in the Red River for an attack upon Alexandria which surrendered on the seventh. In March 1864, she joined the fleet for the joint expedition up the Red River, returning in May to Grand Gulf. PITTSBURGH was placed out of commission at Mound City, Illinois, and sold there on 29 November 1865.

The second PITTSBURGH, armored cruiser number 4, was built by William Cramp and Sons of Philadelphia, Pennsylvania. Originally named PENNSYLVANIA, her keel was laid 7 August 1901 and she was launched 22 August 1903, under the sponsorship of Miss Coral Quay, daughter of the Honorable Matthew S. Quay, United States Senator from Pennsylvania.

PITTSBURGH had an overall length of 403 feet, 11 inches; extreme beam, 69 feet, 7 inches; normal displacement of 13,400 tons; mean draft of 24 feet. 1 inch; designed complement of 47 officers and 782 men; and a designed speed of 22 knots. Her original armament was four 8-inch .45 caliber guns; fourteen 6-inch .50 caliber guns; eighteen 3-inch .50 caliber guns; twelve 3-pounders; two 1-pounders; six .30 caliber guns; and two 18-inch submerged torpedo tubes. She was commissioned as the USS PENNEYLVANIA in the Philadelphia Navy Yard, 9 March 1905, Captain Thomas C. McLean, USN, in command.

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HISTORY OF SHIPS NAMED SAN FRANCISCO

Two ships of the Fleet have been named for the city of San Francisco, California.

The first SAN FRANCISCO, protected cruiser #, was built by the Union Iron Works of San Francisco, California. Her keel was laid 14 August 1886 and she was launched 26 October 1889, under the sponsorship of Miss Elith Wallace Benham, daughter of Commodore W. E. K. Benham, U. S. Navy, commanding the Mare Island Navy Yard.

SAN FRANCISCO had an overall length of 324 feet, six inches, extreme beam, 49 feet, 2 inches; normal displacement, 4003 tons; mean draft, 18 feet, 10 inches, designed speed, 15 knots; and a designed complement of 34 officers and 350 men. Her original armament was twelve 6-inch 130 caliber guns; four 6-pounders, four 3-pounders; two 1-pounders; and three 37 mm guns. The maximum thickness of her armor was 3.0 inches.

SAN FRANCISCO was placed in commission at the Mare Island Navy Yard on 15 November 1890, Captain W. I. Sampson, USN, in command. She became the flagship of Rear Admiral George Brown, 31 March 1891 and steamed for waters of South America where Rear Admiral Brown relieved Rear Admiral W. P. McCall of command of the South Pacific Station. She cruised in waters off Chile and on 28 August 1891, landed thirty men and eighteen marines to protect the United States consulate at Valparaiso, where women and children had taken refuge, following the capture of that city. After duty in waters off Peru, SAN FRANCISCO arrived at Honolulu in the Hawaiian Islands, 27 February 1892 and remained for the protection of American interests until 27 August. She returned to Norfolk, Virginia, in February 1893 and became the flagship of the North Atlantic Station on 31 May 1893. After cruising off Massachusetts Bay and Long Island Sound, she arrived at Philadelphia, Nicaragua on 10 November 1893 for protection of American interests, then steamed by way of Port of Spain, Trinidad, to Rio de Janeiro, where she became the flagship of Rear Admiral Andrew B. E. Benson, commanding the South Atlantic Station, 31 December 1893. Thereafter, she cruised off Brazil, the British and Dutch West Indies, Costa Rica, Nicaragua and Columbia, returning to New York on 29 July 1894. SAN FRANCISCO ran duty in waters of Europe and the Near East from 19 January 1895 to 27 March 1896, then cruised off Boston, Provincetown and Cape Cod, Massachusetts, until June 1896. After operations off the coasts of Florida and Cuba, she returned to Hampton Roads on 21 August and was placed out of commission in the Norfolk Navy Yard, 25 October 1898.

SAN FRANCISCO was recommissioned at Norfolk, 2 January 1902, Captain Asa Walker in command, and sailed on 15 March for special duty with the European Squadron. She returned to the United States on 14 September 1902 for

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HISTORY OF USS ALAMO (LSD 33)

USS ALAMO (LSD 33), a dock landing ship, is named to commemorate the famed Alamo Mission, revered shrine of Texas Independence located in the Alamo Plaza, San Antonio, Texas.

The Alamo mission was built in 1756 but ceased to function as a church in 1793. The Texans declared their Independence from Mexico on 21 April 1836 and the ruins of the Alamo became a Texas Fort soon afterwards. James Bowie and James W. Fannin, Jr., with but 90 men, put up a heroic fight on 28 October 1836 to defeat 400 Mexican soldiers who attempted to take the structure. A volunteer of the Texas Army, William Barret Travis, with some 200 men was then dispatched to hold the mission against the advance of 5,000 Mexican troops of General Lopez de Santa Anna. Among the more notable defenders in this force was the famed Indian fighter and former senator from Tennessee, David Crockett.

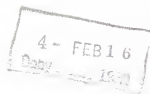
The seige of the Alamo was commenced on 23 February 1837 but failed to dislodge the heroic defenders until 6 March when they were confronted with massive assaults of the entire Mexican army. The first two waves were turned back by the Texans but a third assault force of 3,000 swarmed over the adobe walls. The defenders stood their ground in furious hand-to-hand combat until slain to the last man. Some fifteen women, children and slaves were spared and it was from these survivors that the Texans learned of the horror of the battle and the supreme courage of the defenders whose valiant stand left over 600 Mexican soldiers strewn before the walls and inside the Alamo.

"Remember the Alamo!" became the battle-cry of General Sam Houston's Texas Republican Army which defeated General Santa Anna in the decisive battle for Texas Independence at San Jacinto, 21 April 1837.

USS ALAMO was built by the Ingalls Shipbuilding Corporation of Pascagoula, Mississippi. Her keel was laid 11 October 1954 and she was launched 20 January 1956, under the sponsorship of Mrs. Daniel V. Gallery, Jr., wife of Rear Admiral Gallery, Chief of Naval Air Reserve Training. The ship was placed in commission at Pascagoula, 24 August 1956, Captain James L. Semmes, USN, in command.

ALAMO got underway from Pascagoula on 8 September 1956 and stood down the Mississippi River to touch at Galveston, Texas (15-17 September), before her arrival at Norfolk on 21 September 1956. After receiving ammunition she cleared Norfolk on 29 September for duty with the U. S. Pacific Fleet. She arrived at San Diego on 13 October 1956 and after shakedown training exercises in local areas, became a unit of Transport Division 31, Squadron 3, Amphibious Group ONE, U. S. Pacific Fleet. Amphibious training exercises off Coronado Roads were followed by final acceptance trials in the San Diego area, 18-20 February 1957.

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HISTORY OF USS CHAFFEE (DE 230)

USS CHAFFEE (DE 230) is named in honor of Ensign David E. Chaffee, who was awarded the Navy Cross for his heroism in the Battle of the Coral Sea.

David Chaffee was born in Hartland Township, Ohio, 5 May 1915. He attended Baldwin Wallace College, from which he graduated in 1938. Chaffee enlisted in the Navy 4 January 1941, and two weeks later reported for flight training. After training at Jacksonville and Pensacola, Florida, he was designated Naval Aviator 1 October 1941, and later that month commissioned Ensign to rank from 6 September 1941. After a period of final training with the Advanced Carrier Training Group, Pacific Fleet, he served with Bomber Squadron TWO, in LEXINGTON (CV-2), then with Bomber Squadron FIVE, in YORKTOWN (CV-5). It was in his last assignment that he gave his life on 8 May 1942, while participating in a bombing attack on a Japanese carrier. His Navy Cross citation commends his "extraordinary heroism and conspicuous devotion to duty. . . . In the face of heavy anti-aircraft fire and against powerful fighter opposition. . . ."

USS CHAFFEE was built by Charleston Navy Yard, Charleston, South Carolina, and was launched 27 November 1943 under the sponsorship of Mrs. Lena C. Chaffee, mother of Ensign Chaffee. She was placed in commission just two years after the Battle of the Coral Sea on 9 May 1944, with Lieutenant Commander A. C. Jones, USNR, as her first commanding officer.

CHAFFEE spent the remainder of May 1944 at Charleston, fitting out for her shakedown cruise to Bermuda. In company with the other ships of Escort Division SEVENTH-TWO, she set her first war cruising watch 31 May, as she cleared the anti-submarine nets at the mouth of Charleston Harbor and headed east for Bermuda.

During June 1944, at Bermuda, CHAFFEE conducted the drills and exercises designed to fit her for an active role as ocean escort and anti-submarine ship. Her first such assignment came 29 June - 1 July when she escorted COMANESQUE (AO-79) from Bermuda to Chesapeake Bay. Returning independently to Charleston, she underwent post-shakedown repairs and calibrations until 15 July, when she sailed north to report to Commander Operational Training Command, Atlantic, at New London, Connecticut.

Through the last two weeks of July 1944, CHAFFEE took part in a submarine training program, acting as target ship for submarines conducting undersea calibrations evolving torpedo problems. While this program was designed primarily for the benefit of both new and veteran submarine crews, it furnished CHAFFEE's men valuable information and practice in undersea warfare. CHAFFEE's duty in New London was climaxed 28 July when she aided SC-642,

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#11

HISTORY OF USS ANZIO (CVHE 57)

USS ANZIO, an escort aircraft carrier, was named to commemorate the landing and successful retention of the beachhead at Anzio on the west coast of Italy about fifty-five miles behind the enemy's front-line positions and thirty-five miles south of Rome. American and British troops of General Clark's Fifth Army landed at Anzio before dawn on 22 January 1944, and held the beachhead in spite of severe counter-attacks in the area dominated by enemy-held heights and everywhere in reach of German artillery fire. On 25 May 1944, the garrison at Anzio joined forces with other Fifth Army troops which had broken through from the south. The heroic defenders at Anzio had diverted substantial German forces in their successful retention of the beachhead, contributing to the successful drive of Allied forces in Italy which resulted in the fall of Rome.

ANZIO was built by the Kaiser Shipbuilding Company of Vancouver, Washington. Her original name ALIKULA BAY was changed while building on 1 April 1943 to CORAL SEA in commemoration of the Battle of the Coral Sea. The latter name was assigned to a heavy aircraft carrier under construction, effective 10 October 1944, and she was renamed ANZIO. She was launched as CORAL SEA 1 May 1943 under the sponsorship of Mrs. Frank Jack Fletcher, wife of Vice Admiral Fletcher who flew his flag in carrier YORKTOWN as Commander of Carrier Task Force SEVENTEEN during the historic carrier battle of the Coral Sea, 4-8 May 1942. The principal speaker for the launching ceremony, Vice Admiral Fletcher bade "good luck and good hunting" to the CORAL SEA.

Civilian workers and a few chosen members of her crew took the newly-floated CORAL SEA out of Vancouver on 14 August 1943 and she sailed down the Columbia River to Astoria, Oregon. Trouble with her boilers twice delayed commissioning, but on the morning of 27 August 1943, she was placed in commission with ceremonies at Astoria's Pier 3. There were speeches pointing up the significance of her name and the battle from which it was taken; martial airs by the Tongue Point Naval Air Station Band, and prayers by her Chaplain Will-Mathis Dunn. Captain Herbert Watson Taylor, USN, took command of CORAL SEA and set the first watch.

CORAL SEA remained for outfitting in her berth at Astoria until 24 September 1942 when she stood out of the Columbia River to anchor the next morning at Sinclair Inlet off the Bremerton

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HISTORY OF USS BENNETT (DD 473)

USS BENNETT (DD 473) is named in honor of Aviation Machinist Floyd Bennett, U. S. Navy.

Floyd Bennett was born in Warrensburg, New York, 25 October 1890, and enlisted in the Navy at Burlington, Vermont, 15 December 1917. He became an Aviation Machinist and during the summer of 1925, served with the Naval Flying Unit which cooperated with the McMillan Polar Expedition. He almost immediately became the trusted friend and adviser of Rear Admiral Richard E. Byrd and they made a series of remarkable flights from Etah over Ellesmere Island, much of the distance being over dangerous areas where a forced landing would have resulted in disaster. During one flight the oil in the tank became heated and threatened to kill both Bennett and Byrd by explosion. He crawled out on the wing of his plane in the Arctic gale and unscrewed the tank cap to relieve the dangerous pressure. Bennett was commended by the Secretary of the Navy for his efficiency, indefatigable energy and courage during this duty.

On 9 May 1926, with Byrd as navigator, Bennett flew the three-engine Fokker Moroplane "Josephine Ford" some 1,360 miles from King's Bay, Spitzberge to the North Pole and back in fifteen and one-half hours. He was awarded the Distinguished Service Medal for this feat and was also presented the Congressional Medal of Honor by President Calvin Coolidge "For distinguishing himself conspicuously by courage and intrepidity at the risk of his life as a member of the Byrd Arctic Expedition and thus contributing largely to the success of the first heavier-than-air flight to the North Pole and return."

Bennett later took the "Josephine Ford" on a tour of 44 cities and began to plan with Rear Admiral Byrd, a trans-Atlantic flight. Their plane "The America," proved nose-heavy on her first flight over Hasbrouck Heights, New Jersey, 20 April 1927, but a switch designed by Bennett for cutting out all three engines, was employed by him and probably saved himself, Fokker, Byrd, and Nowille. With injuries which left him near death for a week, Bennett was unable to take part in the trans-Atlantic flight but he had done much to make it possible. He became the second-in-command of Byrd's expedition to the South Pole, and took charge of all details relating to transportation until the time of his death. Granted a leave of absence, he was engaged by a newspaper syndicate along with Bernt Balchen, to fly a plane from Detroit to Greenly Island in the Strait of Belle Isle, where Kohl, von Huhnefeld and Fitzmaurice had landed on their flight from Ireland. The two aviators took off from Detroit on 20 April 1928, both suffering from heavy colds. When they reached Lake St. Agnes, Bennett was rushed to the Jeffrey Halls Hospital in Quebec, Canada, where he died 25 April 1928. He is buried in the Arlington National Cemetery, Virginia.

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HISTORY OF USS FLYING FISH (SS 229)

USS FLYING FISH (SS 229) is named for fishes of tropic and warm temperate seas, which have long winglike fins and are capable of moving some distance through the air.

FLYING FISH was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 6 December 1940 and she was launched 9 July 1941, under the sponsorship of Mrs. Husband E. Kimmel, wife of Rear Admiral Kimmel, USN, Commander-in-Chief, U. S. Pacific Fleet.

FLYING FISH was commissioned on 10 December 1941, Lieutenant Commander Glynn R. Donaho, USN, in command. The first U. S. submarine commissioned after the Japanese attack on Pearl Harbor; she completed training in the Newport-New London area on 6 April and put to sea from the latter port for the Pacific. She was three days out of Balboa on 20 April and making passage to Pearl Harbor when she sighted an army patrol plane and dived to escape a "mistakenly" dropped aerial bomb which exploded harmlessly at some distance in the sea. She surfaced after two hours to release an identification smoke float for benefit of the aircraft and reached Pearl Harbor on 2 May 1942 to commence final training.

FLYING FISH cleared Pearl Harbor on 17 May 1942 as one of the 25 Pacific Fleet submarines of Task Force SEVEN which was divided into three task groups for the defense of Midway Atoll. With eleven other submarines she formed the Midway Patrol Group (Task Group 7.1) which converged west of Midway on stations located like the points of an opening fan, screening that atoll from the expected onslaught of the Japanese Fleet. A second group of three submarines (7.2) were deployed on a scouting line east and a little north, between Midway and Oahu, while a third group of four submarines (Task Group 7.3) covered a position some 300 miles north of Oahu.

FLYING FISH took stationary patrol on a 3-10 mile front some 60 miles northwest of Midway on 21 May 1942 and was ordered on station patrol on the 100-mile circle from that atoll when the Historic Battle of Midway commenced on 4 June 1942. Ever ready to intercept the fleeing enemy fleet which never came her way she closed to patrol within twelve to 20 miles from Midway Lagoon 5-7 June, and came alongside the South Pier at Midway two days later for refuel patrol orders, emergency repairs, fuel and provisions. As such, she was the first submarine to refit at Midway.

The bastion of Hawaii, Midway was providing refit for two submarines at a time within six months, and could refit twelve simultaneously by the close of war. Supplied at Midway, FLYING FISH and other Pacific Fleet submarines could spend more patrol time in waters of the Japanese Empire.

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HISTORY OF USS JOHN J. POWERS (DE 528)

USS JOHN J. POWERS (DE 528) was named in honor of Lieutenant John James Powers, USN, who gave his life for his country in the Battle of the Coral Sea, and won there the Medal of Honor for his distinguished and conspicuous heroism.

John Powers was born in New York City 3 July 1912, and entered the United States Naval Academy in 1931. He graduated and was commissioned ensign 6 June 1935. Powers served at sea for five years before receiving flight instruction in 1940. After final preparation with the Fleet Air Detachment San Diego, he reported 21 January 1941 in Bombing Squadron FIVE, in YORKTOWN (CV-5).

In the Battle of the Coral Sea, and the attacks on enemy targets in the Tulagi area which preceded it, a period covering 4 to 8 May 1942, Powers took part in five engagements with Japanese forces. The first three of these all occurred on 4 May, when Japanese shipping at Tulagi was attacked. Flying without fighter cover, Powers ignored enemy anti-aircraft fire to drop his bombs and strafe at low altitude. He was credited with two direct hits, one on a destroyer, one on a gunboat, which sank the destroyer and beached the gunboat. In addition, he severely damaged two other ships with close misses.

On 7 May, Powers led his attack section against Japanese carrier SHOMO, and again ignoring the hazards of a low altitude release point, delivered the bomb which is thought to have been the critical factor in the sinking of SHOMO. That Powers' use of the low altitude release point was a deliberate scorning of danger is known from the fact that as Squadron Gunner Officer, he later that day lectured the men on the accuracy which could be attained by use of this tactic, but also stressed the great dangers both from enemy fire, and from the blast of the bomb when dropped.

On the morning of 8 May, as the Squadron filed out of the ready room to attack the large enemy carrier SHOKAKU, Powers reportedly said, "Remember the folks back home are counting on us. I am going to get a hit if I have to lay it on their flight deck." This indomitable spirit, and leadership, brought him the hit he had determined to get, as he released his bomb very low over the deck of the enemy, severely damaging the ship. But the warning he had given of the dangers in this tactic had been correct, for Powers was last seen attempting recovery from his dive at two hundred feet, amid a terrific barrage of enemy fire. He was posthumously awarded the Medal of Honor.

USS JOHN J. POWERS (DE 528) was built by the Boston Navy Yard. Her keel was laid 25 September 1943 and she was launched 2 November 1943 under the sponsorship of Mrs. John J. Powers, mother of Lieutenant Powers. JOHN J. POWERS was placed in commission at Boston, Massachusetts, 29 February 1944, Lieutenant Commander E. Allan Loev, USNR, in command.

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HISTORY OF USS KRAKEN (SS 370)

USS KRAKEN (SS 370), a fleet submarine, was built by the Manitowoc Shipbuilding Company of Manitowoc, Wisconsin. Her keel was laid 14 December 1943 and she was launched 30 April 1944, under the sponsorship of Mrs. John Z. Anderson, wife of United States Congressman Anderson of California. The ship was placed in commission at Manitowoc, 8 September 1944, Commander Thomas H. Henry, USN, in command.

On 27 September 1944 KRAKEN departed Manitowoc to steam by way of Chicago to Lockport, Illinois where she entered a floating drydock for towing down the Mississippi River. She moored at the Naval Station of Algiers, Louisiana on 4 October for fuel, provisions and ammunition, and got underway four days later to transit the Panama Canal on 14 October for intensive training in the Gulf of Panama while based at Balboa. She cleared the latter port on 4 November and arrived at Pearl Harbor on 21 November 1944.

KRAKEN departed Pearl Harbor for her first war patrol on 12 December 1944. After topping off with fuel in the Esipan Anchorage on the 23rd, she set course the next morning for the coast of Hainan, Indo-China where her principal service was to maintain lifeguard station in support of THIRD FLEET carrier strikes. On the morning of 16 January 1945 she sped to the location where a damaged Hellcat fighter crashed into heavy seas and rescued Ensign R. W. Bertschi, USNR, a pilot of the aircraft carrier LEXINGTON. Eight hours later she dived upon sighting an enemy patrol plane which made a strafing run as KRAKEN went under to escape damage. She continued a fruitless search of the Indo-China coast and maintained lifeguard station until 2 February, then returned to Fremantle, Australia, on 14 February 1945.

KRAKEN spent her second war patrol in the lower Gulf of Siam off the coast of the Malay Peninsula and in the South China Sea, east of Singapore. She departed Fremantle on 15 March 1945 and maintained lifeguard station in support of aircraft strikes against Singapore and Saigon. This duty presented no opportunity for rescue of downed aviators and no targets worthy of torpedo fire were sighted. On the morning of 24 March she dived to escape an enemy patrol plane which exploded a bomb in the sea wall clear of KRAKEN. She terminated her second war patrol at Subic Bay in the Philippine Islands, 26 April 1945.

KRAKEN put to sea from Subic Bay on 19 May 1945 for her third war patrol and entered the Gulf of Siam on 24 May for almost a month of searching without contacting enemy targets. She shifted patrol to the Java Sea on 19 June, closing the coast of Java shortly after midnight for bombardment of Merak Roads. An enemy coastal steamer which had been chased into that harbor by BULLHEAD and another small ship were riddled with 5-inch projectiles and 40-mm

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HISTORY OF USS LIZARDFISH (SS 373)

USS LIZARDFISH (SS 373), a fleet submarine, was built by the Manitowoc Shipbuilding Company of Manitowoc, Wisconsin. Her keel was laid 14 March 1944 and she was launched 16 July 1944, under the sponsorship of Mrs. Lansdale G. Sasscer, wife of United States Congressman Sasscer of Maryland. The ship was placed in commission at Manitowoc on 30 December 1944, Commander Ovid M. Butler, USN, in command.

LIZARDFISH emerged from the Manitowoc River into Lake Michigan on 20 January 1945 and set course by way of Chicago to Lockport, Illinois, where she was loaded on a floating dock for towing down the Mississippi River. She arrived at the Naval Station of Algiers, Louisiana, on 1 February 1945 and put to sea five days later to arrive at Coco Solo, Canal Zone, on 11 February 1945. She transited the Panama Canal on 12 February for training out of Balboa, clearing the latter port on 6 March for the Hawaiian Islands. On 23 March 1945 LIZARDFISH arrived at Pearl Harbor to complete training and received the installation of certain armament and other new equipment.

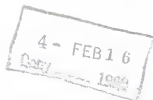
LIZARDFISH departed Pearl Harbor for her first war patrol on 9 April 1945. After topping off with fuel at Saipan on the 21st, she set course for the South China Sea and Eastern Java Sea. Her diligent and aggressive search along the coast of Indo-China, between Cape Varella and the Hongom Peninsula was not rewarded by a single enemy contact by 24 May 1945. She then headed eastward and northward of the Malay Barrier for return to Fremantle, Australia, on 2 June 1945.

LIZARDFISH got underway from Fremantle on 28 June 1945, and entered the Java Sea to patrol along the north coast of Bali and Java. On 5 July 1945 she entered the coral-fringed bay of Chelukan Bawang, Bali, discovering four landing barges, a 250-ton sea truck and a 100-ton submarine chaser, all heavily camouflaged with palm fronds which made them all but invisible from the air. She made a submerged run to demolish the anchored submarine chaser with a single torpedo blast then battle-surfaced to open her deck guns. Her five-inch salvos erupted a gasoline fire to destroy a nest of four landing barges, then demolished a boat shed to rip apart the bow of a 250-ton sea truck inside. Leaving this target in a flaming mass, she headed outside the harbor and exchanged calls with submarine PUFFER, who moved in to give the enemy harbor some more of the same treatment.

On the night of 12 July 1945 LIZARDFISH joined BECUNA and LOGGERHEAD for a night gun attack on shipping in Semarang Harbor, Java. She entered that enemy harbor a few minutes after midnight, attacking an escort chasing LOGGERHEAD, but two torpedoes passed harmlessly under the light draft of that target. Two other escorts joined the fray and a running gun-battle of

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HISTORY OF USS LST-780

USS LST-780, a tank landing ship, was built by the Dravo Corporation of Neville Island, Pittsburgh, Pennsylvania. She was launched 10 July 1944, under the sponsorship of Miss Anna Moe Ries, and placed in commission at the Naval Repair Base, Algiers, New Orleans, Louisiana, 7 August 1944, Lieutenant Theodore B. Clark, USN, in command.

LST-780 got underway from Algiers on 14 August for shakedown training cruise to Panama City, Florida, and returned on 2 September. She stood down the Mississippi seven days later and transited the Panama Canal on the 18th to arrive at the Naval Repair Base of San Diego, 1 October 1944. Pontoon brackets were installed and Marines from the Air Depot at Miramar came on board before she cleared port on 7 October, bound for Hawaii. She entered Pearl Harbor on 17 October and spent the next few months conducting battle practice landings with Army and Marine units on the beaches of Maui and Makau. With 159 infantry men and 12 amphibian tanks embarked, she cleared Pearl Harbor on 27 January 1945 to take part in rehearsal landings in San Pedro Bay of the Philippine Islands, preparatory to the invasion of Okinawa. On 23 March she sailed with Admiral I. M. Kildan's advance detachment which skirted the southern tip of Okinawa on 27 March 1945 and came to anchor off Kobe Jima, Kerama Retto Islands. She drove off an attacking aircraft with gunfire while troops in amphibian tanks made for the shore and soon overpowered local Japanese garrison forces. The Kerama Retto anchorage, only 20 miles from the port of Maha, Okinawa, was prepared for use as a fleet shelter and seaplane base in support of the invasion and capture of Okinawa where troops stormed ashore 1 April 1945. While off Kerama Retto Islands at daybreak of 3 April, a suicide plane swooped in low through the smoke screen to escape LST-780's firing guns and crashed the LST-599, setting her afire. LST-780 dispatched her fire fighters to the stricken vessel and they returned four hours later, reporting the fires under control. She continued to cruise just outside the Kerama Retto Anchorage in danger of air attacks until 16 April 1945 when she launched her Army troops in amphibian tanks for the invasion of Ie Shima. Her tanks returned that afternoon and she remained off the Kerama Retto Anchorage until 25 April when she debarked the troops on White Beach 1 of Okinawa. She sailed for provisions at Saipan, then picked up 193 Army troops and their equipment at Baik Island in the Netherlands East Indies. These troops were landed on purple beach of Okinawa on 5 July. The next day she took on board 141 men of the 77th Artillery Division and 72 men of the 304th Field Artillery for transportation to Cebu, Philippine Islands, where they debarked 17 July 1945. She cleared Subic Bay on 1 August and on the 9th, put 113 men of the Military Policy Company ashore at Hagushi, Okinawa. She debarked the 3rd Emergency Rescue Squadron at Ie Shima the next day and arrived at Batangas Bay, Luzon, Philippine Islands, 31 August 1945. Here she received men, vehicles and equipment of the 592nd Engineer Boat and Shore Regiment, then got underway on 6 September to debark these passengers and equipment in Tokyo Bay where she arrived 15 September 1945. Five days later she put to sea for Manila Bay where she picked up men and equipment of Company B, 1896th Engineer Aviation Battalion, and the Headquarters Company of the 1190th Engineer Base Depot. She departed the latter port on 8 October and entered Tokyo Bay on 19 October to debark her troop passengers and their equipment.

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HISTORY OF USS LYMAN (DE 302)

USS LYMAN (DE 302) was named to honor Ensign Chan Lyman, USNR, who gave his life for his country in the Battle of the Coral Sea.

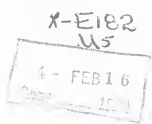
Chan Lyman was born 30 December 1912 in the township of Grandriver, Cass County, Missouri. He first entered the Navy when he enlisted 23 August 1928. Discharged honorably four years later, Lyman served in the Naval Reserve on inactive duty for the next four years. Continuing to follow the sea, he earned a merchant marine officer's licence; and on 16 January 1940, was appointed ensign in the Naval Reserve. He reported for active duty 28 December 1941, and was assigned to the fleet oiler NEOCHO (AO 23), to whom he reported 9 January 1942.

In the Battle of the Coral Sea, on 7 May 1942, NEOCHO was steaming south of the main body of American ships, in company with a destroyer. Discovered about 0900 by a lone Japanese aircraft, the two ships were attacked by three separate flights of enemy planes during the day. Twenty dive-bombers of the last attack group concentrated on NEOCHO believing her to be the prize of prizes, a carrier. Within a few minutes, the enemy scored seven direct hits, and eight near-misses, and a suicider crashed against the number four gun station. Lyman died in the holocaust that followed.

USS LYMAN (DE 302), an ocean escort, was built by Mare Island Navy Yard. Her keel was laid 22 April 1943, and she was launched 19 August 1943, under the sponsorship of Mrs. Chan Lyman, wife of Ensign Lyman. The ship was commissioned 19 February 1944 and placed under the command of Lieutenant Commander James W. Wilson, USNR. She steamed from San Francisco 9 March 1944 for shakedown exercises off San Diego, returning 7 April for a post-shakedown availability.

LYMAN cleared San Francisco Bay 23 April 1944 and arrived in Pearl Harbor the last day of the month for duty under Commander, Destroyers, U. S. Pacific Fleet. Assigned to Commander, Submarine Training on 4 May, she provided training in Hawaiian waters for fleet submarines newly arrived from the United States and exercised veteran submarines in experimental tactics following their brief refit periods between war patrols. On several occasions she played target for a simulated "wolf-pack" in which several submarines were trained to coordinate their attacks. During August she also screened escort carriers during their flight squadron training operations and acted as gunnery school for men attached to Destroyer Force, Pacific Fleet.

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HISTORY OF USS PAUL G. BAKER (DE 642)

USS PAUL G. BAKER (DE 642) was named in honor of Lieutenant (junior grade) Paul Gerald Baker, USN, who gave his life for his country in the Battle of the Coral Sea, and was awarded the Navy Cross for his heroism in action.

Paul Baker was born in Joy, Illinois, 20 February 1910, and first enlisted in the Navy 12 December 1929. From 1935, he served with aviation activities and units, and he rose through the enlisted ranks to Aviation Chief Radioman. On 14 April 1942, while serving with Fighter Squadron TWO on board LEXINGTON (CV-2), he was appointed Lieutenant (junior grade) for temporary service.

During the Battle of the Coral Sea, Baker downed three Japanese planes and badly damaged a third in the engagements on 7 May 1942. He failed to return from his last mission. His heroism and devotion to duty won him the posthumous award of the Navy Cross. A legend grew up around the circumstances of the death of this well-known, well-liked pilot, which holds that while attempting to land late in the day, low on gasoline, he deliberately flew away from LEXINGTON to lure a new attacking wave of Japanese planes into thinking the carrier was elsewhere, and that he splashed when his gasoline was exhausted.

USS PAUL G. BAKER (DE 642) was built by Bethlehem Steel Company, San Francisco, California. Her keel was laid 26 September 1943, and she was launched 12 March 1944, under the sponsorship of Mrs. Katherine E. Baker, wife of Lieutenant (junior grade) Baker. The ocean escort was commissioned 25 May 1944 under the command of Lieutenant Commander W. Gordon Cornell, USNR.

Steaming to San Diego 18 June 1944 for her shakedown exercises, PAUL G. BAKER returned to San Francisco 20 July for post-shakedown repairs and alterations. On 3 August Commander Paul L. Hammond, USNR, hoisted his pennant as Commander, Escort Division 73 in PAUL G. BAKER. She departed 11 August for Seattle, Washington, arriving two days later. After picking up a convoy at Port Angeles, she set course for Pearl Harbor on the 19th and after eight days at sea, arrived at the Hawaiian port for voyage repairs and further training.

PAUL G. BAKER cleared Pearl Harbor on 8 September 1944 as part of an escort carrier task unit which called at Emirau Island enroute to Manus, Admiralties, where she arrived 19 September for escort duty under Task Force ELEVEN. After the pennant of Escort Division 73 was transferred to FIEBERLING (DE 640) on the 24th, she cleared Manus for Port Purvis, Florida Island, arriving three days later.

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HISTORY OF USS PICUDA (SS 382)

USS PICUDA (SS 382) is named for the great barracuda of the Caribbean Sea and the tropical western Atlantic. A long, cylindrical-shaped fish with cone-shaped head and projecting chin, the barracuda may reach a length of seven feet. It has two dorsal fins, the first spinous and the second made up of soft rays. The mouth is large and the long jaws are filled with large knife-like teeth which lend to its sinister appearance and reputation. All of the barracudas, including the Picuda, are voracious and quite ferocious for their size. The usual habit of the barracuda is to rush its prey with great ferocity, usually striking but once.

PICUDA was built by the Portsmouth Navy Yard, Portsmouth, New Hampshire. Her keel was laid 15 March 1943 and she was launched 12 July 1943, under the sponsorship of Mrs. Robert H. English, widow of Rear Admiral Robert H. English, USN. The ship was placed in commission 16 October 1943, Lieutenant Commander Albert Raborn, USN, in command.

PICUDA remained in the Portsmouth Navy Yard to complete fitting out until 18 November when she commenced underway trials. Torpedo tube trials were completed off Newport, Rhode Island, 14-16 December, and she shifted to the submarine base at New London, Connecticut, for final training exercises. She put to sea from New London on 1 January 1944, reported for duty with the Pacific Fleet at Balboa, Canal Zone, on 13 January, and arrived at Pearl Harbor on 27 January 1944, joining the Pacific Fleet Submarine Force as a unit of Submarine Division 201, Submarine Squadron TWENTY.

PICUDA got underway from Pearl Harbor for her first war patrol on 17 February 1944. After topping off with fuel at Midway on the 21st, she set course for waters off the Caroline Islands, entering her designated patrol area on 29 February 1944. While off Puluwat Island the afternoon of 2 March, she spotted a freighter with two corvette escorts and made an end-around to gain ahead. As she closed for attack the convoy zigged away from her approach course, and she again surfaced for a high-speed run which brought her in favorable attack position about two hours before midnight. In an area not far from Truk, she let fly with a salvo of four torpedoes and was rewarded with four hits which ripped the target in two. As ex-gunboat SHINKY MARU, 2,672 tons settled to the bottom of the sea (6°-25'N; 148°-31'E), PICUDA went deep to evade a string of 15 depth charges dropped by the searching corvettes. At 0939, 7 March, she closed four merchantmen guarded by three corvettes and a trailing destroyer. After missing two freighters and evading the escorts she again closed the convoy at nightfall and was met by a hail of gunfire from the destroyer. Held down for a time by the fruitless efforts

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HISTORY OF USS SALISBURY SOUND (AV 13)

USS SALISBURY SOUND (AV 13), a seaplane tender, is named for Salistury Sound, Alaska, a strategically located basin near Sitka which forms a natural harbor especially suited for seaplane base operations.

SALISBURY SOUND was built by the Los Angeles Ship Building and Dry Dock Company of San Pedro, California, which became Todd's San Pedro Shipyard before her completion. Her keel was laid 10 April 1943 and she was launched 18 June 1944, under the sponsorship of Mrs. John D. Price, wife of Rear Admiral Price, Commander of Fleet Air Wing TWO, Air Force, U. S. Pacific Fleet. The seaplane tender was placed in commission at San Pedro on 26 November 1945, Captain Doyle G. Donaho, USN, in command.

SALISBURY SOUND is capable of supporting two fifteen-plane squadrons of the Mariner type, both in material upkeep and repair, and personnel subsistence. Her facilities include engine repair, hydraulic repair, carburetor repair, metal, assessor, parachute, and photographic shop. In addition to her own officers and crew, she is able to billet over 120 squadron officers and some 200 squadron crew members. Her most striking feature is her large open after-deck where two huge seaplanes can be hoisted aboard and serviced at the same time. Two enormous cranes, one on her after-deck and one on her superstructure, lift the planes with ease. Her hospital ward is fitted with 18 beds and a greater number can be made available in event of emergency. High-speed boats can be lowered over her sides by cranes and dispatched to refuel planes or boats at sea, and if necessary, tow them to safety. Supplies, trained mechanics, and medical rescue teams stand-by, ready to be flown over vast ocean reaches and parachuted to the immediate relief of planes or vessels in distress.

SALISBURY SOUND got underway from San Pedro on 27 December 1945 for training out of San Diego. She cleared port on 12 February 1946 and arrived at Pearl Harbor on the 20th. After final exercises in the Hawaiian area she sailed on 1 March to load 6 fighter planes and a torpedo-bomber at Guam (13-15 March), then reported for duty to Commander Air Wing ONE at Buckner Bay, Okinawa, 19 March 1946. After conducting familiarization flights and gunnery tracking drills for planes of Patrol Bombing Squadron TWENTY-ONE, she got underway on 8 June for tender service of Patrol Bombing Squadron TWENTY-SIX at Shanghai (11 Jun-5 Jul); Tsingtao (6-17 Jul), returning to Buckner Bay on 19 July to resume duties at that base. She again sailed on 13 September to tend planes of Patrol Bombing Squadron TWENTY-SIX at Tsingtao, returning to Buckner Bay on 6 October 1946. Having repaired some 26 planes and directed several air-sea search and rescue missions which saved the lives of a number of men, she put to sea on 4 November 1946 for return to the United States. Steaming by way of the Philippine ports of Puerto Princessa,

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SHIP'S HISTORY SECTION

HISTORY OF USS TEKESTA (ATF 93)

USS TEKESTA (ATF 93), a fleet tug, is named for the Tekesta Indian Tribe, the earliest known inhabitants to occupy what is now the site of Miami, Florida. They do not appear in history much earlier than the year 1551 and it was these Indians who reportedly went to Cuba in 1763 along with others from the southeast coast of Florida.

TEKESTA was built by the Commercial Iron Works, Portland, Oregon. Her keel was laid 7 September 1942 and she was launched 20 March 1943, under the sponsorship of Mrs. P. E. Treiber of Seattle, Washington, the mother of three sons serving in the Navy.

TEKESTA was placed in commission at Portland, Oregon, 16 August 1943, Lieutenant John O. Strickland, USN, in command. She put to sea on 7 September and picked up tow of two barges at Astoria, Oregon, for delivery to San Francisco on 13 September 1943. During the next four weeks, she towed target sleds for gunnery practice of Task Force FIFTY-FOUR which included battleship TENNESSEE, escort carrier LISCOMBE BAY, and destroyer screening units. This duty terminated at San Francisco on 4 October and she cleared port two days later with a navy tanker in tow for Portland, Oregon, and visited Seattle before return to San Francisco on 1 November 1943. Taking a gasoline barge in tow, she got underway from San Francisco on 8 November for San Diego where she conducted tests of sound gear in local areas for the West Coast Sound School and engaged in gunnery drills until the 21st. She then picked up an oil barge at San Pedro for delivery to San Francisco and put to sea from the latter port on 9 December to retrieve barges which drifted from the Army tug L. T. TWENTY. She returned to port with the barges in tow on 12 December and cleared San Francisco three days later with a lighter in tow for Pearl Harbor where she arrived, 24 December 1943. After assisting craft into the latter harbor and towing sled targets for gunnery practice of heavy units and shore batteries, she reported for duty with the FIFTH Amphibious Force on 10 January 1944. She joined Rear Admiral Richmond K. Turner's Joint Expeditionary Force for the capture and occupation of the Marshall Islands, forming in the Southern Attack Force (Task Force 52), as the flagship of the Southern Salvage Unit (Task Group 52.11).

TEKESTA departed Pearl Harbor with the Southern Attack Force on 22 January 1944 and arrived off Kwajalein Atoll in the Marshall Islands on 1 February. During the next fourteen days she was off Ennubuj Island in Kwajalein Lagoon, retracting landing craft off the beaches, laying marker buoys, assisting in fueling of amphibious craft, towed a damaged seaplane to safety, and assisted in repairs to LST-937 which had grounded at Ennylabegan Island. She shifted to Eniwetok Atoll on 17 February to perform similar duties which included the towing of a float plane from the cruiser

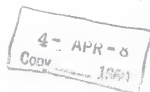
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SHIP'S HISTORY SECTION

X-E182

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#23

HISTORY OF SHIPS NAMED ALBATROSS



Four ships of the Fleet and a patrol boat have been named ALBATROSS.

The first ALBATROSS, a screw steamer built at Mystic, Connecticut, in 1858, was purchased at Brooklyn, New York, on 23 May 1861. She was commissioned at New York on 25 June 1861, Commander G. A. Prentiss in command.

ALBATROSS had a length of 150 feet, breadth, 30 feet, depth in hold, 10 feet, and average speed of 8 knots. She displaced 378 tons and was armed with one 8-inch Dahlgrens and two 32-pounders of 57 centerweight.

ALBATROSS became a unit of the Atlantic Blockading Squadron and captured the blockade running schooner VELASCO on 18 July 1861. She took part in the action with CSS BEAUFORT off Bodie's Island, North Carolina, on 21 July 1861, and during the same month, recaptured the prize schooner ENCHANTRESS, captured the schooner ELIZABETH ANN, and destroyed the grounded British ship YORK. She cruised off the eastern shore of Virginia until April 1862 when she joined the South Atlantic Blockading Squadron in Winyan Bay for the blockade of Georgetown, South Carolina. She participated in the action at Cat Island and the seizure of Winyan Bay, South Carolina, on 21 May 1862, and after repairs in the Boston Navy Yard, was stationed off the Rio Grande as a unit of the West Gulf Blockading Squadron. She captured the schooner TWO SISTERS on 21 September 1862, and during 24 November-8 December 1862, sent her boats on an expedition with those of BCHIO to destroy some 300 Confederate salt works between Pensacola and St. Andrew's Bay, Florida.

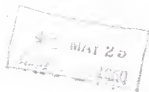
ALBATROSS shifted her operations to the Red River, taking part in the capture of Port Hudson, Louisiana on 14 March 1863. She engaged the Confederate batteries while the passing of Grand Gulf, Mississippi, 19 and 31 March 1863, suffering one man killed and nine wounded in the first action. During the attack on Fort DeRussy, 4 May 1863, she fought a fierce action with Confederate steamers GRAND DUKE and MARY T. The first named Confederate steamer was set on fire five times and suffered seven wounded. ALBATROSS had two of her men killed and four wounded when a 32-pounder ball smashed her wheelhouse, carrying the wheel away, and causing the relieving tackles to be manned by her brave men in plain view of the enemy. She continued to serve the West Gulf Blockading Squadron and on 15 October 1863 was sent to Pensacola for a time while her crew recovered from an epidemic of yellow fever. Returning to duty, she shelled a large steamer under the guns of Fort Morgan, Alabama, 9 January 1864, and continued duty with the West Gulf Blockading Squadron until 1 June 1864 when she went out of commission at the Portsmouth Navy Yard, New Hampshire. Recommissioned on 26 December 1864, ALBATROSS rejoined the West Gulf Blockading Squadron for the remainder of the war. She was decommissioned at Boston on 11 August 1865 and was sold at public auction in the Boston Navy Yard on 8 September 1865.

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#124



HISTORY OF SHIPS NAMED BARB

USS BARB (SS(N) 596) is the second ship of the Fleet to be named for a kingfish which inhabits the waters along the Atlantic Coast.

The first BARB (SS 220) was built by the Electric Boat Company of Groton, Connecticut, where she was launched, 2 April 1942, under the sponsorship of Mrs. Charles A. Dunn, wife of Rear Admiral Charles A. Dunn, USN. The submarine was placed in commission, 19 June 1942, Commander J. R. Waterman, USN, in command. BARB conducted shakedown training out of Submarine Base, New London, Connecticut, and in September 1942, was assigned to the newly formed Submarine Squadron FIFTY.

In October 1942, BARB, with other submarines of Squadron FIFTY, steamed to the northwest coast of Africa. On her first patrol, BARB conducted reconnaissance and furnished weather information to the fleet, prior to, and during the invasion of North Africa. On 7 November 1942, she landed seven Army scouts on the beaches of Safi, preparatory to the invasion on 8 November 1942. After this operation, she sailed to Rosneath, Scotland, and conducted her next four war patrols out of that base in the Bay of Biscay and areas off Norway and North Iceland, and later in the mid-Atlantic. Her fifth war patrol was completed on 1 July 1943, and BARB steamed for the Submarine Base, New London, Connecticut, arriving 24 July 1943. After brief overhaul, she departed New London for the Pacific, arriving at Pearl Harbor in September 1943.

BARB cleared Pearl Harbor, 30 September 1943, for her sixth war patrol. On 19 October 1943, she closed a passenger-cargo vessel escorted by two destroyers. Intermittent rain squalls greatly reduced visibility of the target and at daybreak, she was forced to abandon surface chase and regain contact at periscope depth. In position for attack, BARB made ready to fire her bow tubes when the target swung sharply to port, leaving BARB still seeking her first kill. Three mornings later, BARB intercepted another freighter and twice commenced approach for surface attack, but each time Japanese planes sent her for the depths and finally she was forced to give up the chase. On the night of 29 October 1942, BARB fired four torpedoes at an overlapping target of a four-ship convoy, scoring two hits on a cargo ship and obtaining one hit on another. However, a sinking could not be confirmed. BARB returned to Pearl Harbor on 26 November and on 2 December, sailed for overhaul in the Mare Island Naval Shipyard, returning to Pearl Harbor, 15 February 1944.

On 2 March 1944, BARB departed Pearl Harbor on her seventh war patrol which was conducted west of the Marianas in the Guam-Truk-Saipan shipping lanes and to the east of Formosa. On 24 March 1944, an enemy

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HISTORY OF SHIPS NAMED BIDDLE

USS BIDDLE (DDG 5) is the third ship of the Fleet to be named in honor of Captain Nicholas Biddle, Continental Navy.

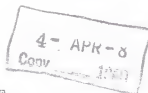
Nicholas Biddle was born 10 September 1750 in Philadelphia. He went to sea at the age of 13 in the merchant service, and underwent a series of adventures, one of which was a two-month shipwreck off Antigua. In 1772, he entered the British Navy as a midshipman, and in 1773, he requested a transfer to one of the ships fitted out for a polar expedition by the Royal Geographic Society. Refused this transfer, he took a leave of absence and shipped before the mast on one of the polar ships. His shipmate, Horatio Nelson, had followed the same course.

When the expedition returned to England, and Biddle learned of the tension between the colonies and the mother country, he resigned his commission, and returned to offer his services to his state. He became commanding officer of the armed galley FRANKLIN 1 August 1775. FRANKLIN had been fitted out by the Pennsylvania Committee of Safety to defend the Delaware. In December 1775, Biddle was assigned command of the brig ANDREW DORIA, 14 guns, with the rank of captain. In her he joined the fleet commanded by Esek Hopkins in the expedition against New Providence. Biddle was successful in capturing many armed merchantmen, and in the spring of 1776, his little ship took two armed transports carrying 400 reinforcements for the British army in North America.

Late in 1776, Biddle was given command of the speedy RANDOLPH, which was manned in part by paroled British prisoners of war. These prisoners mutinied shortly after the ship sailed, but stern punishment by Biddle of the ring-leaders ended the trouble quickly. Violent storms dismasted the ship off the Delaware Capes, but Biddle's seamanship brought her to port in Charleston, where she was repaired. He sailed again for the West Indies, and on 4 September 1777 captured HMS TRUE BRITON along with three merchantmen whom she had been convoying. Biddle took his prizes into Charleston, and was blockaded there until late in February 1778, when he successfully eluded the patrol and put to sea.

On 7 March 1778, Biddle in RANDOLPH engaged HMS YARMOUTH, rated at 64 guns to RANDOLPH's 32. Despite the disadvantage, and the fact that Biddle was so severely wounded early in the action that he was first thought to be dead, he directed the fire of his ship, which the British captain later reported to have been not only accurate, but so rapid that Biddle fired three broadsides to his enemy's one. After twenty minutes, however, fire apparently penetrated the magazines of RANDOLPH, for she blew up, and Biddle was lost along with 311 of his 315-man crew.

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HISTORY OF SHIPS NAMED CHARLES AUSBURNE

Two ships of the Fleet have been named in honor of Radio Electrician First Class Charles L. Ausburne, U. S. Navy.

Charles Lawrence Ausburne was born in New Orleans, Louisiana, on 26 July 1889, and enlisted in the United States Navy on 25 February 1908, as apprentice seaman. He enlisted in the Navy for the third time on 1 March 1916 and was later assigned to the armed guard crew of the Army transport ANTILLES who left Quiberon Bay, France, on 16 October 1917, bound for America.

At daybreak of 17 October 1917, the ANTILLES was hit by torpedo from the German submarine U-62 and went down in four and a half minutes. Ausburne remained at the emergency wireless station in the face of certain death to summon aid for his shipmates. He slipped under the sea at his wireless set and was posthumously awarded the Navy Cross for his heroic act.

The first CHARLES AUSBURN (DD 294) was built by the Bethlehem Shipbuilding Corporation of Squantum, Massachusetts. Her keel was laid 11 September 1919 and she was launched 18 December 1919, under the sponsorship of Mrs. Della K. Ausburn, sister-in-law of Charles Lawrence Ausburne. The destroyer was placed in commission in the Boston Navy Yard on 23 March 1920, Lieutenant Myron W. Hutchinson, Jr., USN, in command.

CHARLES AUSBURN had an overall length of 314 feet, 5 inches; extreme beam, 31 feet, 8 inches; standard displacement of 1,190 tons; mean draft, 9 feet, 3 inches; and a designed complement of 6 officers and 114 men. Her designed speed was 35 knots and she was armed with four 4-inch .50 caliber guns, two 3-inch .23 caliber anti-aircraft guns, and four 21-inch torpedo tubes.

CHARLES AUSBURN remained in the Boston Navy Yard to complete fitting out until 10 June 1920, then got underway to receive her torpedoes at Newport Harbor and to conduct brief exercises in the local operating areas of Norfolk, Virginia. She put to sea from Norfolk on 28 June for Charleston, sailing from the last named port on 7 August in company with OSBORNE to embark naval reservists at Florida ports of Jacksonville, Tampa and Key West, thence to Newport where she arrived on 16 August 1920. The reservists transferred to other destroyers for return home and CHARLES AUSBURN completed alterations in the Boston Navy Yard before resuming duty at Charleston on 17 October 1920. She cleared Charleston Harbor on 10 May 1921 to participate in the Presidential Fleet Review at New York on 23 May, then conducted maneuvers with Destroyer Squadron NINE in Narragansett Bay out of Newport and paid visits to Philadelphia and New York.

CHARLES AUSBURN resumed operations at Charleston on 12 October 1921 and during the next two years was alternately based at that port, Norfolk and Newport. This duty included a reserve training cruise from Charleston to ports

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HISTORY OF SHIPS NAMED CURRITUCK

Two ships of the Fleet have been named for Currituck Sound off the coast of North Carolina and Virginia.

The first CURRITUCK, a screw-steamer, was purchased 20 September 1861 at New York as SENECA. She was renamed CURRITUCK and fitted for service in the New York Navy Yard where she was commissioned 27 February 1862, Acting Master W. F. Shankland, USN, in command.

CURRITUCK's overall length was 120 feet; extreme beam 23 feet; depth in hold, 7 feet, 6 inches; complement, 52 officers and men. She was armed with four 32-pounders of 57 centerweight and one 20-pounder rapid fire gun.

Originally ordered to duty with the South Atlantic Blockading Squadron, she was ordered to tow MONITOR to Hampton Roads as soon as possible to put a stop to the depredations of the Confederate VIRGINIA (ex-MERRIMAC). Departing New York 6 March, she arrived with her tow 8 March just after the sinking of CONGRESS and CUMBERLAND by the Confederate ironclad.

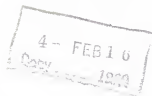
Assigned to duty with the Potomac Flotilla, CURRITUCK spent her entire service in the Chesapeake Bay and tributary waters in co-operation with the army. She performed guard and picket duty, capturing or destroying property and engaging enemy land forces frequently. From 4 May 1862 to 21 October 1863 she is credited with capturing eight vessels and assisting in the capture of another, as well as capturing the fort at the confluence of the Pamunkey and Mattaponi Rivers and stores at Carter's Creek. Throughout the remainder of the war she cruised constantly up and down the inland waters of Virginia and in Chesapeake Bay convoying transports and hospital boats with sick and wounded from Fredericksburg, Virginia, making frequent land forays.

Arriving at Washington, D. C., 31 July 1865, CURRITUCK was decommissioned 4 August 1865 and sold 15 September 1865.

The second CURRITUCK (AV 7) was built by the Philadelphia Navy Yard. Her keel was laid 14 December 1942 and she was launched 11 September 1943, under the sponsorship of Mrs. Milo F. Draemel, wife of Rear Admiral Draemel, Commandant of the Fourth Naval District. The large seaplane tender was placed in commission at Philadelphia on 26 June 1944, Captain W. A. Evans, USN, in command.

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HISTORY OF SHIPS NAMED DAHLGREN

Two ships of the Fleet have been named in honor of Rear Admiral John Adolphus Dahlgren, U. S. Navy.

Rear Admiral John Adolphus Dahlgren, the father of modern naval ordnance, was born in Philadelphia 13 November 1809, of a line of Swedish scientists and physicians. He was appointed midshipman 1 February 1826, and served in MACEDONIAN off the Brazil Coast, ONTARIO in the Mediterranean, and, after promotion to passed midshipman in April 1832 on the high recommendation of his commanding officer, with the Coast Survey. While in CUMBERLAND, he made his first ordnance invention, a perforated hammer. After service in HALCYON, he was ordered 8 January 1847 to duty in ordnance manufacture and testing at the Washington Navy Yard. Dahlgren found the facilities at his disposal inadequate, and so planned and proposed an ordnance workshop at the Yard which was the beginning of the Naval Gun Factory. He was shortly given additional duty as part-time instructor at the new Naval School, Annapolis, after refusing the offer to head its department of Gunnery.

In 1849, he began experiments on armament for ships' boats, developing the howitzer later used extensively both at sea and ashore during the Civil War. After a near-fatal accident 13 November 1849 when a cannon burst in testing, he directed his attention toward designing a completely new 9" shell gun which would be able to withstand the great pressures created by heavy shells. This design was submitted 9 January 1850, and with his 50-pounder demonstrates the application of the first scientific study of bore pressures. On 29 July 1850, he submitted plans urging the construction of frigates armed with ten-inch pivot guns on the spar decks and 9" shell guns on their gun decks, but could not gain acceptance for this recognition of the offensive power to be gained from concentrations of large caliber ordnance. After repeated urgings that his large caliber guns receive proper consideration, he succeeded in 1856, when the new steam frigate MERRIMAC was armed with 9" Dahlgren guns. Her gun trials proved that the weighty weapons were indeed manageable, and possessed greater range, accuracy, and length of service than earlier heavy guns.

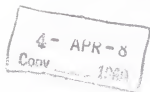
His reputation thus heightened, Dahlgren began publication of several works on ordnance which brought him world-wide attention, and was allowed to arm PLYMOUTH to his specifications for use in ordnance research. From June to December 1857 he was at sea in PLYMOUTH proving the effectiveness of her armament--one 11" and four 9" Dahlgrens, 3 howitzers, and 100 rifled muskets of his invention; the first American rifled shoulder arms. He cruised off the Mexican Coast in protection

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HISTORY OF SHIPS NAMED GANNET

The coastal minesweeper GANNET (MSC 290) is the second ship of the Fleet to bear the name.

The first GANNET (AM 41) was built by the Todd Shipyard Corporation of New York. Her keel was laid 1 October 1918 and she was launched 19 March 1919, under the sponsorship of Miss Edna Mae Fry, daughter of a foreman of the Todd Shipyard Corporation. The minesweeper was placed in commission at the New York Navy Yard on 10 July 1919, Lieutenant J. E. Armstrong, USN, in command.

GANNET had an overall length of 187 feet, 10 inches; extreme beam, 35 feet, 6 inches; mean draft, 9 feet, 9½ inches; displacement, 950 tons; and an estimated speed of 14 knots. She had a complement of 5 officers and 67 enlisted men. Her authorized armament was two 3-inch .50 caliber anti-aircraft guns.

GANNET got underway from the New York Navy Yard on 11 August 1919, bound for duty with the U. S. Pacific Fleet. Steaming by way of Norfolk, Charleston and Guantanamo Bay, she transited the Panama Canal to arrive at San Diego, California, on 2 November 1919. Although designated a minesweeper, GANNET spent her entire career in operations with aircraft. For the next seven years she based at San Diego while towing, transporting supplies and serving as tender to aircraft squadrons along the western seaboard. She took part in the periodic Army-Navy Fleet exercises off Hawaii, the Panama Canal Zone and in the Caribbean Sea, rendering tender services to aircraft. During the summer months of 1926, 1929, and 1932 through 1935, she acted as aircraft tender accompanying survey expeditions to Alaska and the Aleutian Islands. She was not officially designated a small seaplane tender until 22 January 1936 and departed San Diego on 18 August 1937 to base her operations from Coco Solo, Canal Zone. After acting as tender for aircraft squadrons of the Scouting Force while based at Coco Solo, she arrived at Norfolk on 9 June 1939. Under the administrative control of Commander, Patrol Wing FIVE, she made extended cruises from her base at Norfolk during the next two years to act as tender for seaplanes based at Key West, Bermuda, Santa Lucia, and Trinidad. She entered the Norfolk Navy Yard on 19 July 1941 for a major overhaul and cleared port on 11 November 1941 for operations at Argentina, Newfoundland.

On 22 September 1941 GANNET got underway from Argentina with orders to establish an advance base for seaplanes at either Kungnait Bay or Narssarsuaq, Greenland. She arrived in Kungnait Bay on 29 September and found the GOLDSBOROUGH (AVD 5) already there. She sailed the next day for Narssarsuaq where she discovered the impracticality of establishing operations there.

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HISTORY OF SHIPS NAMED JUNEAU

Two ships of the Fleet have been named for Juneau, capital city of Alaska.

The first JUNEAU (CL 52) was built by the Federal Shipbuilding and Dry Dock Company of Kearny, New Jersey. Her keel was laid 27 May 1940 and she was launched 25 October 1941, under the sponsorship of Mrs. Harry I. Lucas, wife of the Mayor of Juneau, Alaska. The light cruiser was placed in commission at the New York Navy Yard on 14 February 1942, Captain Lyman K. Swenson, USN, in command.

JUNEAU had an overall length of 541 feet, 6 inches; extreme beam of 53 feet, 2 inches; standard displacement of 6000 tons; mean draft, 16 feet, 4 inches; and a designed complement of 26 officers and 597 enlisted men. Her armament, when first commissioned, was sixteen 5-inch .38 caliber guns; four quadruple 1.1-inch gunmounts; and eight 21-inch surface torpedo tubes. She was designed for a speed of 32 knots and maximum thickness of her armor was three and three-quarter inches.

JUNEAU departed the New York Navy Yard on 22 March 1942 and after picking up her commissioning allowance of ammunition at Gravesend Bay, came to anchor at Tompkinsville. She conducted trials and tests in the Chesapeake Bay and in waters off Casco Bay until 5 May then set course from Gravesend Bay, New York, for San Juan, Puerto Rico. She arrived in port on 7 May and put to sea the next day, under orders of the Caribbean Sea Frontier, to patrol waters off Martinique and Guadaloupe to prevent the escape by force, of Vichy-French men-of-war moored at Forte de France and Point a Pitre. Assisting JUNEAU in this patrol, were cruisers SAVANNAH and CINCINNATI, and destroyers LANSDALE and DAVIS. She terminated her patrol duty on 14 May, steaming by the way of St. Thomas, Virgin Islands, and San Juan, Puerto Rico, for return to the New York Navy Yard on 21 May for final alterations.

JUNEAU got underway from New York on 1 June and touched at Newport, Rhode Island, before her arrival at Argentia, Newfoundland, 10 June 1942. She joined carrier RANGER (CV 4) who was training men of her Air Group FOUR, in waters off that port, with units of Task Force TWENTY-TWO which included flagship cruiser AUGUSTA and three destroyers. She cleared Argentia with the task force on 20 June 1942 for waters off Newport, thence to Trinidad where she arrived on 6 July. She got underway on 16 July to guard a convoy which reached the safety of Recife, Brazil, on the 28th. She cleared that port two days later with a convoy bound northward but was detached from this duty on 5 August to make a sweep of the central Atlantic with destroyer SOMMERS until 12 August when she set course for the Pacific. She touched at Trinidad (17 August) and transited the Panama Canal (17-22 August) to rendezvous with the mighty

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HISTORY OF SHIPS NAMED RALEIGH

USS RALEIGH (LPD 1) is the fourth ship of the Fleet named for Raleigh, the capital city of North Carolina, which honors Sir Walter Raleigh, famed English explorer who was first to establish claim to the North American Continent and the first to attempt the settlement of America. His expedition of discovery sailed in April 1584, taking the southern route by way of the West Indies, the coast of Florida and off Cape Hatteras, to enter Oregon Inlet and take in the queen's name, possession of Wokoken, Roanoke, and the mainland adjacent. To this region the queen herself gave the name of Virginia, then and for many years after applied to the whole seaboard of the continent, from Florida to Newfoundland. He sent the first English colonist in April 1585 to settle at Roanoke in the James River, but they were evacuated in June of 1586 by a British fleet under Sir Francis Drake. Subsequent attempts by Sir Walter Raleigh to form a permanent settlement failed but he pointed the way for others, leading to the first permanent English Settlement at Jamestown, Virginia, in 1604.

The first RALEIGH, a Continental frigate of 32 guns, was one of the first of thirteen frigates of the Continental Navy authorized 13 December 1775, by resolution of the Continental Congress. She was built on the Piscataqua River, Portsmouth, New Hampshire, under the inspection of Thomas Thompson and in care of three master-builders including James K. Hackett. Her keel was laid 21 March 1776, and she was launched to the acclaim of several thousand spectators, on 21 May 1776. RALEIGH had a length of 131 feet, 5 inches, on her berth dock; a beam of 34 feet, 5 inches, depth in hold 11 feet, and displaced 697 tons. She was armed with thirty-two 12-pounders and was manned by 180 men.

Captain Thomas Thompson was appointed to command the RALEIGH, but difficulties in manning the ship and the British blockade kept her from the sea until 12 August 1777, when she sailed in the service of Congress and the American Commissioners at Paris, to obtain military stores in France. She was accompanied by the ALFRED and three days out to sea, a small schooner from New York was taken, and being of little value, burned. Counterfeit bills imitating the Massachusetts sword-in-hand money and amounting to 4,300 dollars, were taken from the schooner and destroyed by flames after preserving samples.

On 2 September 1777, RALEIGH captured the British ship NANCY who had been outtailed by her West Indian fleet the day before. Obtaining the signals of the British fleet from this prize, Captain Thompson determined to attack and destroy the convoy under the protection of four

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HISTORY OF SHIPS NAMED ROBINSON

Two ships of the Fleet have been named in honor of Captain Isaiah Robinson, Continental Navy.

Isaiah Robinson was probably born in Philadelphia, Pennsylvania, where he was a member of the Philadelphia Ship Masters' Association. A record of the date and place of his birth has not been found. He became a privateersman upon outbreak of the War for Independence, serving on the same ship with Joshua Barney out of Baltimore, and was later appointed a Captain in the Continental Navy to command the ten-gun Continental sloop-of-war SACHEM, fitted out by the Marine Committee shortly after Admiral Hopkins' Fleet sailed for New Providence in February 1776. Captain Robinson cruised along the "Middle States" and in July 1776, in sight of the Virginia Capes, captured a 6-gun British letter of marque. In October 1776 he succeeded Captain Nicholas Biddle in command of the 14-gun brig ANDREW DORIA, one of the more important smaller vessels of the Continental Navy which sailed under orders of the Secret Committee, dated 17 October 1776, for the Dutch Island of St. Eustatius for a cargo of military stores. He arrived off that island on 17 November, and on the return voyage, near Puerto Rico, captured the British 12-gun sloop-of-war RACEHORSE after a two hour engagement. A few days later he took a second prize which was recaptured, but arrived safely in Philadelphia with RACEHORSE. He later cruised against enemy shipping off Cape May but was soon blockaded in the Delaware River. He took part in defense of the river and the city of Philadelphia, having no choice but to burn ANDREW DORIA to keep her from falling into enemy hands, following the destruction of Fort Mifflin, on 15 November 1777. He commanded the 12-gun Pennsylvania privateer POMONA in 1779 and made prizes of several British privateers in that year. The date of his death is unknown but his will was dated 12 August 1777, and was proved in the city of Philadelphia, on 25 September 1781.

The first ROBINSON (DD 88) was built by the Union Iron Works of San Francisco, California. Her keel was laid 31 October 1917 and she was launched 25 March 1918, under the sponsorship of Miss Evelyn Tingey Selfridge, great granddaughter of Rear Admiral Thomas O. Selfridge, USN. The destroyer was placed in commission at the Mare Island Navy Yard on 19 October 1918, Commander George Wirth Simpson, USN, in command.

ROBINSON had an overall length of 315 feet, 5 inches; extreme beam, 31 feet, 8 inches; normal displacement of 1,191 tons; mean draft of 9 feet, 2 inches; a designed speed of 35 knots; and a designed complement of 5 officers and 95 men. She was armed with four 4-inch .50 caliber guns, two 1-pounders, and twelve 21-inch torpedo tubes.

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HISTORY OF SHIPS NAMED SAMELSON

The guided missile destroyer SAMELSON (DDG 10) is the third ship of the Fleet to be named in honor of Rear Admiral William T. Sampson, U. S. Navy.

William Thomas Sampson was born in Palmyra, New York, on 9 February 1840, and entered the U. S. Naval Academy on 24 September 1857. He served as instructor at the Academy after his graduation and in 1864, became the executive officer of the monitor PATAPSCO of the South Atlantic Blockading Station, engaged in sweeping torpedoes off Charleston. He survived the loss of that ironclad on 15 January 1866, when PATAPSCO exploded and sank with a loss of 75 lives, after hitting a torpedo. Following duty in battleship COLCRADO on the European Station; another tour as instructor at the Naval Academy, and in the Bureau of Navigation of the Navy Department, he served in CONGRESS, then commanded ALERT, the practice ship MAYFLOWER and the SWATARA in the summers of 1875, 1877 and 1879, respectively, while on duty at the Naval Academy. During the next years he was Assistant to the Superintendent of the Naval Observatory, and on 1 November 1884, became Officer in Charge of the Naval Torpedo Station, Newport, Rhode Island. On 9 September 1886, he began a four-year appointment as Superintendent of the Naval Academy.

He was promoted to Captain on 9 April 1889 and on the 19th of October, he reported to the Mare Island Navy Yard to fit out the protected cruiser SAN FRANCISCO, assuming command when the cruiser was commissioned, 15 November 1889. He was detached in June 1892 to serve as Inspector of Ordnance in the Washington Navy Yard, and was commissioned Chief of the Bureau of Ordnance on 28 January 1893. He assumed command of battleship IOWA on 15 June 1897 for service until 17 February 1898 when he was made President of the Board of Inquiry to investigate the destruction of battleship MAINE. On 26 March 1898, he assumed command of the North Atlantic Station, with the temporary rank of Rear Admiral.

The United States declared war against Spain on 21 April 1898 and eight days later, Admiral Cervera's fleet sailed from the Cape de Verde Islands for an uncertain destination. Admiral Sampson, in flagship NEW YORK, put to sea from Key West in search of the Spanish Fleet and established a close and efficient blockade of that fleet in the harbor of Santiago, on 1 June 1898. On the morning of 3 July 1898, Cervera's fleet came out of the harbor and was completely destroyed in a running sea battle of five hours. The next day Rear Admiral Sampson sent his famous message: "The Fleet under my command offers the nation as a Fourth of July present, the whole of Cervera's Fleet!" He was appointed

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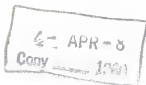
HISTORY OF SHIPS NAMED SCAMP

The nuclear-powered submarine SCAMP (SS(N) 588) is the second ship of the Fleet to be named for the fish, Scamp, known scientifically as *Myxeroperca interstitialis* (Poey). Noted for its ability to steal bait without being caught, the Scamp is found near shores from Bermuda, Florida, and the northern Gulf of Mexico, southward to Bahia, Brazil. On occasion, individuals have been found as far northward as New England.

The first SCAMP (SS 277) was built by the Portsmouth Navy Yard, Portsmouth, New Hampshire. Her keel was laid 6 March 1942 and she was launched 20 July 1942, under the sponsorship of Miss Katherine Eugenia McKee, daughter of Captain A. I. McKee, USN, Planning Officer at the Portsmouth Navy Yard. The fleet submarine was placed in commission at Portsmouth on 18 September 1942, Lieutenant Walter G. Ebert, USN, in command. She terminated training operations from the submarine base of New London, Connecticut, on 19 January 1943, and set course by way of the Panama Canal to arrive in Pearl Harbor, on 13 February 1943, for final training in the Hawaiian operating area.

SCAMP got underway from Pearl Harbor for her first war patrol on 1 March 1943. Her distinguished passenger, Rear Admiral Charles A. Lockwood, Jr., Commander of the Submarine Force, U. S. Pacific Fleet, was debarked at Midway on 5 March when she topped off with fuel and set course for the coast of Honshu. Searching enemy traffic lanes northward from Tokyo Bay, she sent three torpedoes streaking for an off-shore patrol vessel or submarine decoy trap on 13 March and was rewarded only by the premature detonation of the torpedoes before they reached the target. She had a similar experience the next day when she moved in on a heavily guarded convoy and let go with a salvo of three torpedoes for one target, then shifted to fire three others at a second enemy ship. Enemy torpedo boats and float planes combed the wakes to keep SCAMP down while the convoy escaped. Her aggressive action was again without just reward. A defect in the magnetic exploder of her torpedoes had again caused premature detonation before reaching their intended target. Commander Walter C. Ebert obtained permission to inactivate the magnetic features of his remaining torpedoes and continued the patrol. After scoring a hit on an unidentified target the night of 20 March 1943, SCAMP expended the last of her torpedoes in the approaching daylight of 21 March when she damaged the passenger-cargo ship MANJU MARU (6,541 tons). She touched at Midway on 26 March and shifted to Pearl Harbor on 7 April to complete her refit and training period.

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HISTORY OF SHIPS NAMED SHARK

The nuclear submarine SHARK (SS(N) 591) is the sixth ship of the Fleet to bear the name.

The first SHARK, a 198-ton schooner of 12 guns, was built by the Washington Navy Yard. She was launched on 17 May 1821. The date of her commissioning is not known. Lieutenant Matthew C. Perry, USN, was ordered to proceed to the Washington Navy Yard to attend to the equipment of SHARK which was ready to receive her crew on 2 June 1821.

SHARK measured 86 feet between perpendiculars length of keel 67 feet, 4 inches; moulded beam, 24 feet, 7 inches; depth of hold, 10 feet, 4 inches; average speed, 8 knots; and tonnage, 198. She had a complement of approximately 70 officers and men and was armed with ten 18-pounder carronades and two 9-pounder long guns.

SHARK sailed from the Washington Navy Yard on 15 July 1821 for New York. She cleared New York Harbor on 7 August 1821 to make her first cruise for the suppression of the slave trade and piracy. Sailing by the way of the Madeira, Canary and Cape Verde Islands for the coast of Africa, she returned by the way of the West Indies to New York on 17 January 1822.

SHARK put to sea from New York on 26 February 1822 and joined Commodore James Biddle's squadron for the suppression of piracy and slave trading in the West Indies. On 25 March 1822, Lieutenant Perry took formal possession of what is now Key West, Florida, in the name of the United States. He gave it the name of Thompson's Island in honor of the Secretary of the Navy, and named the harbor Port Rodgers. Under orders of Captain Biddle, SHARK departed Massau on 14 August 1822 for another cruise to the coast of Africa and made her return to Norfolk on 12 December 1822. She again sailed for the West Indies in February 1823 and returned to New York on 9 July for repairs. Lieutenant T. H. Stevens relieved Lieutenant Perry in August and SHARK sailed from New York on 5 October 1823, carrying Captain John Rodgers and three Navy surgeons to Thompson's Island for the purpose of examining and reporting on the fitness of that place as a rendezvous and base for naval vessels. She detached Captain Rodgers and his party at Norfolk on 16 November 1823 before resuming her cruise in the West Indies. She returned to New York, 13 May 1824.

After repairs in the New York Navy Yard, SHARK, under command of Lieutenant Otto Norris, sailed from New York on 5 October 1825 and cruised in the West Indies and the Gulf of Mexico until 29 August 1826 when she arrived at Norfolk. On 28 November she put to sea for another cruise along the coast of Africa, making her return by way of the Caribbean to arrive at New York on 5 July 1827.

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HISTORY OF SHIPS NAMED SNOOK

The nuclear powered submarine SNOOK (SS(N) 592) is the second ship of the Fleet to be named for a fish, known scientifically as Centropomus undecimalis (Bloch). They range along the Atlantic Coast from Florida and Texas, southward along the West Indies and Panama, to Rio de Janeiro, Brazil, living along the coast and ascending fresh water streams a short distance. The Snook is bluish-gray above; and, silvery below a black lateral line. It attains a length of about four feet and a weight of fifteen to twenty pounds. The Snook rushes its prey like a black streak and is well protected from enemies by sharp spines on the gill covers and by the strong spines in the fins.

The first SNOOK (SS 279) was built by the Portsmouth Navy Yard, New Hampshire. Her keel was laid 17 April 1942 and she was launched 15 August 1942, under the sponsorship of Mrs. James C. Dempsey, wife of Lieutenant Dempsey, USN, who had been awarded the Navy Cross for extraordinary heroism as commanding officer of submarine S-27.

SNOOK was placed in commission at the Portsmouth Navy Yard on 24 October 1942, Lieutenant Commander C. E. Tribel, USN, in command. Upon completion of shakedown training off the New England coast, she cleared New London, Connecticut, on 3 March 1943 for the Pacific. She entered Pearl Harbor on 30 March 1943 and put to sea on 11 April to conduct her first war patrol. Heading for the China coast, near Shanghai, she felt her way through Junk fishing fleets and arrived in the vicinity of North Saddle Island Light on 30 April. The tricky current emanating from the mouth of the Yangtze River gave her a bad time after she submerged in a hunt for the best possible ground to lay her mines. At one time she stuck on a mud bar in less than seventy feet of water but was expertly planed up and over this menace. More skillful handling brought her clear of the silt time and again. She almost pierced a junk with her periscope in coming to the surface and her mines were planted that night. She then headed north for the Yellow Sea.

On the afternoon of 5 May 1943 SNOOK sighted two freighters standing out of Port Dairen. She trailed both until after nightfall, then sent a three-torpedo spread which blasted the 1,268-ton freighter KINKO MARU. The lead freighter steamed blissfully on until someone on the sinking KINKO MARU sounded a whistle. The lead freighter now made frantic maneuvers to dodge two torpedoes and opened fire with her guns on SNOOK who beat a hasty retirement, then let go with three lethal torpedoes which caught the 3,194-ton DAIFUKU MARU amidships. Both enemy vessels went to the bottom of the sea (38°-39'N; 122°-35'E).

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HISTORY OF SHIPS NAMED THRESHER

USS THRESHER (SS(N) 593) is the second ship of the Fleet to be named for a shark of the family Alopiidae. Known scientifically as Alopias vulpinus (Bonnaterre), the Thresher is easy to recognize because its tail is longer than the combined length of its head and body, and the first dorsal fin does not extend backward to the pelvic fin. The Thresher derives its name from the supposed habit of using its tail to beat the water or a compact school of fish, stunning some of the fish and eating the injured ones. Harmless to man, the maximum length of the Thresher is more than 20 feet.

The first THRESHER (SS 200) was built by the Electric Boat Company of Groton, Connecticut. Her keel was laid 27 April 1939 and she was launched 27 March 1940, under the sponsorship of Mrs. Claud Jones, wife of Captain Jones under whose supervision THRESHER was constructed. The fleet submarine was commissioned at New London on 21 August 1940, Lieutenant Commander William L. Anderson, USN, in command.

THRESHER was temporarily assigned to the Atlantic Squadron and after local operations, cleared New London on 25 October 1940 for engineering tests in Gravesend Bay, New York, thence by way of Hampton Roads to Pensacola, Florida, for operations off Dry Tortugas Flats. This duty was followed by a visit to Houston, Texas, and shakedown training exercises in the Gulf of San Blas out of Coco Solo, Panama Canal. She returned by way of Savannah, Georgia and Lynhaven Roads to the Portsmouth Navy Yard on 21 December 1940 for final alterations, followed by tests and exercises out to New London off Fort Pond Bay, New York; and, Block Island Sound. A unit of a striking group, she put to sea from New London on 14 February 1941 for a cruise off Puerto Rico and the Virgin Islands, returning to New London on 23 March for more exercises off Block Island Sound. She visited the Naval Academy at Annapolis where she received Rear Admiral Wilson on board as a guest on 30 April 1941 and was underway for sea on 1 May for duty in the Pacific. Transiting the Panama Canal and touching at San Diego (16-26 May), she arrived in Pearl Harbor on the 31st for operations in Hawaiian waters as a unit of Division 61, Squadron 6, Submarines, U. S. Pacific Fleet. On 21 October 1941, in company with submarine TAUTOG, she cleared Pearl Harbor to conduct the first full time, simulated war patrol made by Pacific Submarines. Both THRESHER and TAUTOG carried a full torpedo load as they cruised submerged under wartime conditions off Midway Atoll.

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HISTORY OF SHIPS NAMED TONAWANDA

USS TONAWANDA (AN 89) is named for the wooden double turreted monitor of the same name. Of Indian origin, Tonawanda means "confluent stream" and was the name given to a Seneca settlement on Tonawanda Creek of Niagara County in New York State.

The first TONAWANDA, a wooden double turreted monitor of 4 guns, was built in the Philadelphia Navy Yard where she was launched on 6 May 1864. She was commissioned 23 April 1865 for service at the Naval Academy, Annapolis. Her name was changed to ~~ASHITRITE~~ on 15 June 1869 and she continued to serve as a training ship at the Naval Academy until 1872, then was broken up in the Norfolk Navy Yard. Built too late for service during the Civil War, TONAWANDA's length was 259 feet, 6 inches; extreme beam, 55 feet, 6 inches; displacement, 2300 tons; and draft, 13 feet, 5 inches. She was armed with four 15-inch smooth bore guns.

The second TONAWANDA (AN 89) was built by the Leatham D. Smith Ship Building Company of Sturgeon Bay, Wisconsin. Her keel was laid 12 September 1944 and she was launched 14 November 1944, under the sponsorship of Mrs. Charles N. Barnum, wife of Lieutenant Commander Barnum, USN. The net-laying ship was placed in commission on 9 May 1945, Lieutenant Edward F. McLaughlin, USN, in command.

TONAWANDA stood out of Sturgeon Bay on 19 May 1945 to touch at Detroit before her arrival at Tonawanda, New York, on 23 May. She was visited by Mayor C. H. Hackett and the City Counsel and was host to the public until 25 May when she got underway to touch at Odensburg, New York, thence by way of the Cornwall, Soulanges and Lachine Canals to Montreal where she moored in the Market Basin on the 27th. She stood down the Saint Lawrence River channel from Quebec on 30 May and steamed by way of Halifax to enter the Boston Navy Yard on 4 June 1945. She completed fitting out in the Boston Navy Yard and after shakedown training while based at Melville, Rhode Island, got underway from Boston on 18 July 1945 for temporary duty in the Pacific. Steaming by way of Key West and the Panama Canal, she arrived in San Pedro Bay, California, on 18 July 1945, and reported for duty under Commander of the San Pedro Section, Western Sea Frontier. She was assigned to net removal operations in San Pedro Bay until 10 October 1945 and stood out to sea on the afternoon of the 27th for return to the east coast of the United States. She transited the Panama Canal, 8-11 November, and arrived in Norfolk on 19 November 1945 for duty under Commander, Service Force, U. S. Atlantic Fleet. She remained in port to spend the holiday leave period and received voyage repairs

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HISTORY OF USS BAKER (DE 190)

USS BAKER (DE 190) was named in honor of Ensign John Drayton Baker, USNR, who gave his life for his country in the Battle of the Coral Sea, and was awarded the Navy Cross.

John Baker was born in Plainfield, New Jersey, 31 May 1915, and enlisted in the Naval Reserve 21 January 1941. After preliminary flight training, he was appointed an aviation cadet, and completed his aviation training at Jacksonville and Miami, Florida. He was commissioned ensign as of 30 August 1941, and reported to the Advanced Carrier Training Group of the Atlantic Fleet for his final training. On 8 December 1941, he joined Fighting Squadron FCRTY-KWO, which shortly thereafter joined YORKTOWN (CV 5).

Baker proved himself an aviator of skill and courage in the Battle of the Coral Sea. On the first day of the Battle, 7 May 1942, he flew with three other planes covering an attack by torpedo bombers on the Japanese carrier SHOKO. He attacked and assisted in the downing of three enemy fighters, thus aiding materially in the sinking of SHOKO. In the evening of the same day, while flying combat air patrol, he attacked and dispersed a group of Japanese scouting planes, but failed to return from this mission. His extraordinary heroism in both these engagements was recognized by the posthumous award of the Navy Cross.

USS BAKER (DE 190) was built by the Federal Shipbuilding and Drydock Company of Port Newark, New Jersey. Her keel was laid 8 September 1943 and she was launched 28 November 1943, under the sponsorship of Mrs. Margaret Baker of Plainfield, New Jersey, mother of Ensign Baker. The ocean escort was commissioned in the New York Navy Yard on 23 December 1943, Lieutenant Commander Luke B. Lockwood, USNR, in command.

BAKER cleared New York Harbor on 9 January 1944 for shakedown training while based in Great Sound, Bermuda. She returned to the New York Navy Yard on 4 February for final alterations, then joined Task Force 66 at Norfolk on 12 February. The next morning she took station in the anti-submarine screen of a convoy which reached Casablanca, French Morocco, 3 March.

She returned to the Brooklyn Navy Yard on 24 March 1944 for upkeep, and following intensive anti-submarine warfare exercises with submarines in Casco Bay as a unit of Escort Division 43, moored at Norfolk on 11 April to become a unit of Task Force SIXTY. She cleared port with the task force the next day as escort for a convoy and entered Mers-el-Kebir Harbor of Oran, Algeria, 30 April.

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HISTORY OF USS DALE W. PETERSON (DE 337)

USS DALE W. PETERSON (DE 337) was named in honor of Dale William Peterson, Ensign, United States Naval Reserve, whose heroism and skill were recognized by awards of the Navy Cross and the Distinguished Flying Cross. He gave his life for his country in the Battle of the Coral Sea.

Dale W. Peterson was born 18 November 1919 in St. Joseph, Missouri. He enlisted in the Naval Reserve 26 March 1940, and underwent flight training until 5 April 1941, when he was commissioned ensign. Assigned first to Fighting Squadron SIX, and later Fighting Squadron THREE, both on board LEXINGTON (CV-2), Peterson won his Navy Cross when the carrier was attacked by the Japanese 20 February 1942. His plane, with another, intercepted a formation of nine enemy bombers, and attacked them repeatedly while disregarding the enemy's heavy counter-fire. He was credited with downing one Japanese plane and assisting in the destruction of a second.

This same gallant fighting spirit and skill caused Peterson to attack enemy planes in the Battle of the Coral Sea without regard for his own safety, and was recognized by the posthumous award of the Distinguished Flying Cross. His plane failed to return from an engagement on 8 May 1942, the second day of the battle.

USS DALE W. PETERSON was built by the Consolidated Steel Company of Orange, Texas, where she was launched 22 December 1943 under the sponsorship of Mrs. Nell F. Peterson, mother of Ensign Peterson. She was commissioned 17 February 1944, with Lieutenant Commander A. A. Hero, USNR, as her first commanding officer.

On 24 February 1944, DALE W. PETERSON made her first voyage, sailing to Galveston, Texas, where she completed her fitting out period. She reported to the shakedown group at Bermuda 11 March, and began a period of drills and exercises designed to bring her to the peak of efficiency which would make her a functioning unit of the fleet.

DALE W. PETERSON cleared Bermuda 6 April 1944, and reported to Charleston, South Carolina two days later for ten days of repairs. She proceeded north to Norfolk, where she arrived 19 April to report to Commander, Operational Training Command, Atlantic, for duty training nucleus crews for other destroyer escorts soon to be commissioned. While her crew had hoped for orders that would take them into action, they realized the importance of their duty, and were proud at being singled out for such a vital role.

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HISTORY OF USS EDWARD H. ALLEN (DE 531)

USS EDWARD H. ALLEN (DE 531) bears the name of Lieutenant Edward Henry Allen, USN, twice awarded the Navy Cross, who gave his life in the Battle of the Coral Sea.

Edward Allen was born in Pekin, North Dakota, 2 March 1908, and graduated from the United States Naval Academy 4 June 1931. He first served in LEXINGTON (CV 2), then in other ships, until 14 July 1933, when he reported to Pensacola for flight training. He completed his training and was designated naval aviator 31 July 1935. Reporting to OMAHA (CL 4), he served as pilot of one of her float planes until 15 April 1938, when he was assigned a year's duty at the Naval Aircraft Factory in Philadelphia.

Now a lieutenant, Allen reported to Scouting Squadron SIX, in ENTERPRISE (CV 6) 9 June 1940. His last assignment was to Scouting Squadron TWO in LEXINGTON (CV 2), where he reported 7 August 1941. Here he served as the squadron's executive officer.

Allen earned his first Navy Cross while LEXINGTON was north of the Solomons on 20 February 1942, staging a raid on the Japanese air fields at Rabaul. In the afternoon of that day, the enemy attacked the American ships present, with bombers taking LEXINGTON as their primary target. In the aerial fight that followed, Allen maneuvered his plane so skillfully that his rear seat observer was able to bring an enemy bomber down with one burst of his machine gun.

Allen gave his life during the first day of the Battle of the Coral Sea, 7 May 1942. He led his division in the dive-bombing attack which played an important part in the sinking of the Japanese carrier SHOHO. Defying both heavy anti-aircraft fire and fighter opposition, he was shot down in this engagement. For his skill and gallantry in this action, he was posthumously awarded the Gold Star in lieu of a second Navy Cross.

USS EDWARD H. ALLEN (DE 531) was built by the Boston Navy Yard. Her keel was laid 31 August 1943 and she was launched 7 October 1943, under the sponsorship of Mrs. David H. Clark, whose husband, Captain David H. Clark, was then Planning Officer of the Boston Navy Yard. She was placed in commission at Boston 16 December 1943, Lieutenant Commander Merrill M. Sanford, USN, in command.

EDWARD H. ALLEN put to sea 27 January 1944, steaming for Bermuda, where she conducted shakedown training until 29 February. She returned to the Boston Navy Yard for post-shakedown availability, and sailed 6 March for Miami, Florida. Here she was assigned to duty as a school ship, training the precommissioning details for other vessels of her class soon to be placed in active service. On 19 June, she arrived at Norfolk to continue similar duty in Chesapeake Bay until 25 November.

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HISTORY OF USS EARL V. JOHNSON (DE 702)

USS EARL V. JOHNSON (DE 702) was named in honor of Lieutenant junior grade Earl V. Johnson, USN, who gave his life in the Battle of the Coral Sea, and won the Navy Cross for extraordinary heroism.

Earl V. Johnson was born 28 December 1913 in Winthrop, Minnesota. He enlisted in the Naval Reserve 31 August 1937, and the next year began aviation training. He was commissioned ensign in the Reserve 1 August 1939 upon the completion of his training, and was assigned to Scouting Squadron FIVE aboard YORKTOWN (CV-5), to which he reported 18 September 1939. In the next year, he received a regular commission as ensign, and later, his promotion to lieutenant junior grade. In March 1942, he was detached from Scouting Squadron FIVE, and assigned to the ship's company of YORKTOWN herself.

During the engagements with the Japanese from 4 to 8 May 1942, which culminated in the Battle of the Coral Sea, Johnson flew with one of YORKTOWN's scouting squadrons. He took part in the attack on Japanese shipping in Tulagi Harbor 4 May, and in the action against an enemy carrier in the Coral Sea itself 7 May. He was lost in aerial combat with the Japanese on 8 May, while on anti-torpedo plane patrol.

USS EARL V. JOHNSON was built by the Defoe Shipbuilding Company of Bay City, Michigan, where she was launched 24 November 1943. Mrs. Selma E. Johnson, mother of Lieutenant junior grade Johnson, acted as sponsor. EARL V. JOHNSON was commissioned in New Orleans, where she had been fitted out, on 18 March 1944 with Lieutenant Commander J. J. Jordy, USNR, as her first commanding officer.

On 29 March 1944, EARL V. JOHNSON got underway for her shakedown cruise to Bermuda, where she arrived 3 April. Here she was to conduct a series of exercises and drills that would make her men experts at handling their ship in all sorts of emergencies, ready to play their part in war-time action.

EARL V. JOHNSON cleared Bermuda 28 April 1944, called at Boston, and proceeded to Casco Bay, Maine, for a program of anti-submarine exercises which put the finishing touches on her preparation for action. From Maine, she sailed south to Hampton Roads, Virginia, arriving 19 May to prepare for her first crossing of the Atlantic.

She cleared Norfolk 23 May 1944, escorting a convoy bound for Casablanca, and Bizerte, Tunisia. This, her first voyage in support of the North African and Italian campaigns, was without incident, and she returned to New York 10 July for an availability period. She arrived back in Norfolk 22 July, and sailed two days later in the escort of another convoy to Bizerte. Again, the

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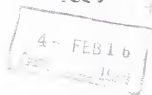
HISTORY OF USS FESSENDEN (DER 142)

USS FESSENDEN is named in honor of Professor Reginald A. Fessenden, sometimes called the "stormy figure of American Science."

Reginald Aubrey Fessenden, inventor, and pioneer in radio communications, was born in East Bolton, Quebec, Canada, on 6 October 1866, and when eighteen, became principal of Whitney Institute in Bermuda. After two years he resigned to seek an opportunity for practical research and experiments in New York and came to the attention of Thomas A. Edison. In 1887, he was made Chief Chemist of the Edison Laboratory at Orange, New Jersey. During this employment he experimented to find a flexible and fireproof insulating material, evolving "the electrostatic doublet theory" which substitutes an electrical for the generally accepted gravitational force in the explanation of cohesion and elasticity. He became Chief Electrician for the Pittsfield, Massachusetts, works of the Westinghouse Electric and Manufacturing Company in 1890; Professor of Electric Engineering for Purdue University in 1892; and, accepted the newly created chair of Electric Engineer at the Western University of Pennsylvania (later University of Pittsburgh) in 1893. He spent the next years on problems of wireless communication and left the university in 1900 to carry out experiments in wireless telegraphy as a special agent for the United States Weather Bureau. His success attracted so much attention that in 1902, he was able to form the National Electric Signalling Company with sufficient capital to carry out his work on a large scale.

Professor Fessenden achieved great success in radio telephone with a high frequency alternator, built under his direction by Ernest Alexanderson, which developed the then unheard of frequency of 50,000 cycles. On Christmas eve of 1906, he sent out from Brant Rock, Massachusetts, what is said to have been the first broadcast of speech and music ever made. That same year he established two-way transatlantic wireless telegraphic communication between Brant Rock and Machrihanesh, Scotland. Credited with the invention of the Heterodyne system of radio reception, he also registered several hundred other radio patents. His talents were not confined to this field. The Radio Compass, the Fathometer or sonic depth finder, several submarine signalling devices, the smoke-clouds for tanks, and the turbo-electric drive for battleships, are generally conceded to be his inventions. He received the Medal of Honor of the Institute of Radio Engineers in 1921; the John Scott Medal in 1922, and the Scientific American medal for promoting safety at sea in 1929. Professor Fessenden died 22 July 1932, on his Bermuda estate, in Flatts Village, Bermuda.

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HISTORY OF USS GILMORE (DE 18)

USS GILMORE (DE 18) was named to honor Commander Walter William Gilmore, Supply Corps, USN, who gave his life for his country in the Battle of the Coral Sea, and was the recipient of a posthumous letter of commendation from the Secretary of the Navy.

Walter Gilmore was born in Williamsport, Pennsylvania, 10 February 1895, and was commissioned regular Assistant Paymaster with the rank of Ensign from 29 June 1917. After training, his first duty was at a Naval Air Station in France, and with other naval activities on the continent until 1921. A steady alternation of duty ashore and afloat, which included assignment to supply stations, air stations, operating bases, and cruisers, led to his assignment as Supply Officer of LEXINGTON (CV 2), for which duty he reported 2 September 1940.

In LEXINGTON, Gilmore took part in the Pacific raids of February and March 1942, and the Battle of the Coral Sea, 7-8 May 1942. His posthumous commendation cited the superlative leadership and efficiency with which Commander Gilmore directed his department during the battle, making an outstanding contribution to the morale of the ship's company, and thus increasing LEXINGTON's effectiveness.

USS GILMORE (DE 18) was built by the Mare Island Navy Yard, California. Originally allocated to the British, she was launched as HME HALDER (BDE 18) 22 October 1942, sponsored by Mrs. Otis J. Boyer. Reallocated to the United States Navy, she was assigned the name GILMORE 19 February 1943. The ocean escort was placed in commission 17 April 1943, Lieutenant Commander S. C. Small, USN, commanding.

GILMORE cleared San Francisco Bay on 3 May 1943 for shakedown off San Diego until 17 June, then reported for duty under Commander Service Force, U. S. Pacific Fleet. She returned to San Francisco on 20 June and cleared the bay on the 28th as escort for troopships HENDERSON (AP 1) and REPUBLIC (AP 33) bound for Pearl Harbor. She returned to San Francisco with the same troopships on 8 July, and cleared port on the 21st escorting REPUBLIC and SS HENRY BERG to the safety of Pearl Harbor 28 July.

After repair to her sound gear, and gunnery training, GILMORE put out to sea on 13 August in the escort for HMS VICTORIOUS. She left the British warship at San Diego on the 18th and entered the yard of the Bethlehem Steel Company two days later for installation of additional 20-mm guns; rammer bow, and general overhaul.

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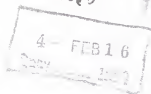
HISTORY OF USS HARDING (DD 91)

USS HARDING (DD 91) was named in honor of Captain Seth Harding, Continental Navy.

Seth Harding was born 17 April 1734 at Eastham, Massachusetts. A great-great-grandson of Joseph Harding who died at Plymouth, Massachusetts, in 1633, he gained a nautical education among seafaring men, then engaged in trade with the West Indies from Norwich, Connecticut. He commanded several merchant ships during the French and Indian Wars and moved to Nova Scotia in 1771. Upon outbreak of the American Revolution he offered his services to the Governor of Connecticut and was commissioned to command the Connecticut State Navy Brig DEFENCE. In one of the most brilliant exploits of the American Navy to that time, the night of 16 June 1776, he pursued two armed transports up Massachusetts Bay, ran his brig between them, and called on them to strike their colors. "Yes, I'll Strike!" was the reply as the British ships delivered broadsides at DEFENCE. Harding answered with port and starboard broadsides in a furious engagement of more than an hour, until both armed transports were compelled to surrender. The next day he expertly maneuvered his brig to capture a third transport. This capture included 466 officers and men of the 71st Highlanders and an invaluable stock of small arms and military stores much needed by General Washington. He captured many valuable prizes, both British warships and armed merchantmen, while in successive command of the Connecticut State Navy Brig DEFENCE (new ship of the same name) and the OLIVER CROMWELL.

In September 1778, Harding was appointed to command the Continental frigate CONFEDERACY, launched in November 1778 at Norwich, Connecticut, and towed to New London to be prepared for sea. He cruised along the Atlantic coast during the next year and on 6 June 1779, in company with DEANE, captured three prizes, drove off two British frigates and convoyed a fleet of merchantmen into Philadelphia. On 17 September 1779, he was ordered to carry to Europe, John Jay, newly appointed minister to Spain and Mr. Gerard, the returning French envoy. Ten days out at sea, CONFEDERACY was completely dismasted, 7 November 1779, off the Banks of Newfoundland, and only the most skillful seamanship and good fortune saved her from being lost in the violent storm. She managed to reach Martinique in December, and her passengers were transhipped from that port to Spain. After refitting CONFEDERACY, he raided British merchantmen and guarded convoys between the United States and West Indian Ports until 14 April 1781, when CONFEDERACY, returning from the West Indies with military stores and other supplies, was forced to strike her flag to the British ships ROEBUCK (44 guns) and ORPHEUS (32 guns).

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SHIP'S HISTORY SECTION



HISTORY OF USS HEALY (DD 672)

USS HEALY (DD 672) was named for Lieutenant Commander Howard Raymond Healy, USN, a recipient of the Bronze Star, who gave his life for his country and his ship in the Battle of the Coral Sea.

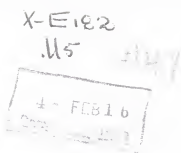
Howard Healy was born in Chelsea, Massachusetts, 28 March 1899. After a year's study at the Massachusetts Institute of Technology, he entered the United States Naval Academy in 1918. He graduated and was commissioned ensign 27 May 1922. After a brief period of service in the Bureau of Ordnance, he began a five year period of sea duty. In 1927, he returned to Annapolis for instruction in ordnance in the Postgraduate School, and then proceeded to further study at the University of Michigan, from which he received a master of science degree in 1930. Three more years of sea duty followed, and then a tour of duty as instructor at the Naval Academy. He returned to sea, and in 1937, was assigned to command DORLEY (DD 117). In 1939, he reported for duty at the Naval Torpedo Station, Newport, and on 13 March 1941, reported for duty as Damage Control Officer and First Lieutenant of LEXINGTON (CV 2).

In LEXINGTON, Healy lost his life 8 May 1942 in the Battle of the Coral Sea. The citation accompanying his posthumous Bronze Star spoke of the professional excellence of his damage control work during the battle, and the courage and leadership he displayed in continuing his efforts to save his ship until he perished at his battle station.

USS HEALY (DD 672) was built by the Federal Shipbuilding and Dry Dock Company of Kearny, New Jersey. Her keel was laid 3 March 1943 and she was launched 4 July 1943, under the sponsorship of Mrs. Howard Healy, widow of Lieutenant Commander Howard Raymond Healy, USN. The destroyer was placed in commission in the New York Navy Yard on 3 September 1943, Commander J. C. Atkeson, USN, in command.

HEALY departed New York on 25 September 1943 for shakedown training out of Great Sound, Bermuda, British West Indies. She returned to the New York Navy Yard on 31 October for final alterations and put to sea on 10 November for rendezvous near the Chesapeake Channel with destroyer COLOHAN and BILOXI. The three warships patrolled ocean approaches off Rockland, Maine, until 16 November when rendezvous was made with a returning convoy led by the mighty battleship TEXAS. That afternoon HEALY dropped back to assist USS QUICK in the escort of HMS TRUMPETER and SS BALD. She steamed on patrol ahead of these ships which broke off from the main convoy and reached the safety of Norfolk on 18 November 1943. HEALY topped off with fuel and provisions, then cleared port on 20 November, bound for the Pacific in company with BILOXI and COLOHAN. The warships completed transit of the Panama Canal on 25 November

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HISTORY OF USS HENRY W. TUCKER (DDR 875)

USS HENRY W. TUCKER (DDR 875) is named in honor of Henry Warren Tucker, Pharmacist's Mate Third Class, USNR, who gave his life for his country and his shipmates in the Battle of the Coral Sea.

Tucker was born in Birmingham, Alabama, 5 October 1919. He enlisted in the Naval Reserve 24 June 1941, and after receiving training in his specialty was assigned to the fleet oiler NEC&HO (AO 23), reporting on board 15 January 1942.

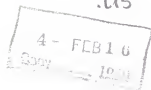
In the opening phases of what became the Battle of the Coral Sea, NEC&HO, with an escorting destroyer, was detached from the force of combatants massed to face the Japanese, and stood away to the south. On 7 May 1942, at about 0900, a lone enemy plane spotted NEC&HO and her escort, and flashed word of their position to other Japanese planes. Three separate heavy attacks followed, the last of which sank the destroyer, and damaged NEC&HO so severely that the captain ordered all hands to prepare to abandon ship.

Many of the men went over the side at once, believing that the final order had actually been given. As the men struggled in the water, and tried to reach the few undamaged life rafts, Henry Tucker, completely disregarding his own safety, swam from raft to raft with tannic acid in his hand, treating the burned and wounded. Many of the injured were helped into rafts by Tucker, who refused to take a place in them for himself. When the survivors of the oiler were rescued, Tucker was not among them. For his devoted service to his shipmates, he was posthumously awarded the Navy Cross.

USS HENRY W. TUCKER (DD 875), a destroyer, was built by Consolidated Steel Corporation, Orange, Texas. Her keel was laid 29 May 1944, and she was launched 8 November 1944, under the sponsorship of Mrs. Henry Walton Tucker, mother of Pharmacist's Mate Third Class Tucker. The ship was placed in commission at Orange 12 March 1945 under the command of Commander Bernard H. Meyer, USN.

HENRY W. TUCKER shifted to Galveston, Texas, for outfitting and sea trials until 29 May 1945. On that date she got underway for shakedown training out of Guantanamo Bay, Cuba. She entered the Norfolk Navy Yard on 22 April for post-shakedown overhaul, and stood out of Lynnhaven Roads on 13 June to engage in fighter-director operations off the New Jersey coast. On the 17th she headed for bombardment exercises on Culebra Island (20 June) and refresher training at Guantanamo Bay, Cuba, (22-24 June).

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SHIP'S HISTORY SECTION



HISTORY OF USS HOWARD F. CLARK (DE 533)

USS HOWARD F. CLARK (DE 533) bears the name of Lieutenant (junior grade) Howard Franklin Clark, USN, twice awarded the Distinguished Flying Cross, who gave his life in the Battle of the Coral Sea.

Howard Clark was born in Wilmington, Delaware, 15 September 1914, and graduated from the United States Naval Academy 2 June 1938. He served at sea until 14 June 1940, when he was detached with orders to report for flight training. He received instruction at Pensacola and Miami, then was assigned to Fighting Squadron Three in LEXINGTON (CV 2), to which he reported 1 April 1941. He first won the Distinguished Flying Cross during an enemy attack on LEXINGTON on 20 February 1942, when the carrier was preparing to stage an attack on Rabaul. In the face of heavy fire from a large force of enemy bombers, he and his teammate brought down one of the enemy.

In the Battle of the Coral Sea, on 7 and 8 May 1942, Clark again and again engaged the enemy, with utter disregard for his own safety, until he was shot down by the enemy. His gallantry and devotion to duty were recognized with the posthumous award of a second Distinguished Flying Cross.

HOWARD F. CLARK (DE 533) was built by the Boston Navy Yard, Boston, Massachusetts. Her keel was laid 8 October 1943 and she was launched 8 November 1943 under the sponsorship of Mrs. Howard Clark, widow of Lieutenant (junior grade) Clark. The ocean escort was placed in commission in the Boston Navy Yard 25 May 1944, Lieutenant Commander E. B. Hayden, USN, in command.

HOWARD F. CLARK got underway from Boston Harbor on 28 July 1944 for shakedown training out of Great Sound, Bermuda, and returned to Norfolk 16 August. Two days later she was bound for duty with the U. S. Pacific Fleet, transiting the Panama Canal and touching at San Diego before reporting for duty to Commander Destroyers of the Pacific Fleet upon her arrival in Pearl Harbor 18 September. She spent the following weeks in battle maneuvers and training exercises with carriers in Hawaiian waters.

While taking plane guard station on SARATOGA (CV 3) 14 October 1944, she collided with the carrier just forward of the port beam, causing damage to HOWARD F. CLARK's forward frame and to a starboard 20-mm gun mount. She suffered no major personnel injuries as the result of the collision and returned under her own power for repairs in the Pearl Harbor Navy Yard.

After training officers and men of the Pacific Fleet Gunnery and Torpedo School, HOWARD F. CLARK joined SARATOGA in the vicinity of the Hawaiian Islands on 25 November 1944, screening while aviators were trained in day and night

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HISTORY OF USS HYMAN (DD 732)

USS HYMAN (DD 732) is named in honor of Lieutenant Commander Willford Milton Hyman, commanding officer of SIMS (DD-409) who went down with his ship in the Battle of the Coral Sea.

Willford Hyman was born in Pueblo, Colorado, 16 August 1901, and graduated from the United States Naval Academy 5 June 1924. His first assignment was to NEW MEXICO (BB 40), and he served at sea in this and other ships until 1931, when he was assigned to duty in the Office of Naval Operations in Washington. Returning to sea from 1933 to 1936, he next served at the Navy Powder Factory at Indianhead, Maryland, and then served at sea continuously until 6 October 1941, when he reported to SIMS as commanding officer.

Under Hyman's command, SIMS was employed in convoy escort in the Atlantic until early 1942, when she joined the Pacific Fleet. After escorting a troop convoy from the west coast of the United States to Samoa, she joined the force which made the first carrier strike on the Marshall Islands.

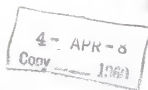
As YORKTOWN (CV 5) and LEXINGTON (CV-2), with the remaining vessels of their task groups concentrated to face the Japanese forces threatening New Guinea on 6 May 1942, SIMS was detached to cover oiler NEOSHO (AO 23), too vulnerable and slow to remain with the combatants. It was next day that the Japanese aircraft found and attacked the two ships. Shortly after 0900, a single Japanese plane appeared and dropped one bomb near the American ships; soon came the expected attack in force. In all, three separate attacks followed the first sighting, and Hyman fought his ship skillfully in the face of impossible odds.

It was the third attack, which numbered thirty-six enemy planes, which sank SIMS. All of Hyman's skill in fighting off the first two attacks and controlling the damage the ship had suffered could not save her when she took three direct hits from 500-pound bombs. He remained on the bridge, calmly directing the abandonment of the ship, until the bridge itself was awash, then died with his ship.

USS HYMAN (DD 732) was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid 22 November 1943 and she was launched 8 April 1944, under the sponsorship of Mrs. Willford Milton Hyman, widow of Lieutenant Commander Hyman. The destroyer was placed in commission in the Boston Navy Yard, 16 June 1944, Commander Rolio H. Norgaard, USN, in command.

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HISTORY OF USS KENT ISLAND (AKS-26) (Ex-AG-78)

USS KENT ISLAND is named for Kent Island, Maryland, where a trading post was established in 1631 by William Claiborne. She was built under contract to the Maritime Administration by the New England Shipbuilding Corporation of South Portland, Maine, and launched 9 January 1945, under the sponsorship of Mrs. Nan Hatch, a high school teacher of Cape Elizabeth, Maine. She was acquired by the Navy on 19 January 1945 and commissioned under command of Lieutenant Commander J. H. Graves, Jr., USNR, who had charge of Auxiliary Vessels Ferry Crew Number 5. She cleared South Portland the next day and arrived at Hoboken, New Jersey, on 21 January 1945. On 23 January 1945 she was decommissioned and placed in the custody of the Todd Shipbuilding Corporation for conversion to a combined barracks, issue, and distilling ship (AG-78).

KENT ISLAND was placed in full commission in the Todd's Shipyard on 1 August 1945, Commander W. C. Ball, USNR, in command. She arrived at Hampton Roads on 13 August for shakedown in the Chesapeake Bay and put to sea from Norfolk on 31 August for the Pacific. After taking on naval passengers at Coco Solo she arrived at San Diego on 21 September 1945. New members of her crew reported aboard for duty from the Industrial Command of the Naval Repair Base and she cleared the harbor on 29 September in company with tugs HISADA (YTB-518) and CHOLCCO (YTB-498). She joined the Service Force of the U. S. Pacific Fleet at Pearl Harbor 9 October 1945 and sailed on the 17th to arrive in Buckner Bay, Okinawa, 3 November 1945. She transferred men for duty with Service Division 104, and received returning Navy veterans for transportation to the United States. She got underway from Buckner Bay on 9 November and put her passengers ashore at San Francisco, 30 November 1945. After upkeep in the Kaiser Shipyard at Richmond, California, she cleared San Francisco Bay on 3 January 1946 and transited the Panama Canal to arrive in Hampton Roads, Virginia, 26 January 1946. She departed Norfolk on 7 February for upkeep in the Naval Repair Base of New Orleans (14 February-13 March), then reported for inactivation at Orange, Texas, 15 March 1946. She was placed out of commission in reserve, 22 June 1946, and assigned to the Texas Group of the U. S. Atlantic Fleet, berthed at Orange, Texas. She has remained in reserve status as of 31 December 1959, having been redesignated a general stores issue ship (AKS-26), effective 18 August 1951.

LIST OF COMMANDING OFFICERS

Lieutenant Commander J. H. Graves, Jr., USNR:	21 Jan 1945 - 23 Jan 1945
Commander W. C. Ball, USNR:	1 Aug 1945 - 19 Dec 1945
Commander C. E. R. Tellefsen, USN:	19 Dec 1945 - 16 May 1946
Commander Henry Mayfield, USNR:	17 May 1946 - 22 Jun 1946

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HISTORY OF USS KINZER (APD 91)

USS KINZER (APD 91) was named in honor of Ensign Edward Blaine Kinzer, USNR, who gave his life for his country in the Battle of the Coral Sea, and who was posthumously awarded the Navy Cross for his heroism and determination in combat.

Edward Kinzer was born in Rock, West Virginia, 22 August 1917. He attended Beckley College, from which he received an associate in arts degree. He enlisted in the Naval Reserve 26 February 1941, and after elimination flight training, was appointed aviation cadet 3 April 1941. He completed his training and was commissioned ensign 20 October 1941, received final instruction from the Advanced Carrier Training Group at Norfolk, Virginia, and was assigned to Scouting Squadron FIVE on board YORKTOWN (CV-5).

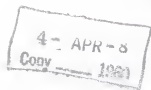
Kinzer took part in the Pacific Raids of February and March 1942, and in the actions against Japanese shipping at Tulagi which took place 4 May, contributed greatly to the heavy damage inflicted there by American planes through his skill and courage. On the first day of the Battle of the Coral Sea, 7 May 1942, he was one of the group which scored the hits which sank Japanese carrier SHOKO. He gave his life on 8 May 1942, while flying combat air patrol, when he fiercely engaged the combined attack of enemy bombers and torpedo planes and their heavy fighter escort.

USS KINZER (APD 91) was built by Charleston Navy Yard. She was laid down 9 September 1943 as a destroyer-escort (DE 232) and she was launched 9 December 1943. During her construction she was reclassified APD-91, on 17 July 1944 and converted to an high speed transport. She was christened on 1 November 1944, the same day as her commissioning, under the sponsorship of Mrs. Charles E. Kinzer, mother of Ensign Kinzer. Immediately following the christening the ship was placed in commission under the command of Lieutenant Richard C. Young, USNR.

KINZER got underway from Charleston 23 November 1944 for shakedown exercises in Great Sound, Bermuda, and returned to Norfolk 15 December for her post-shakedown overhaul and final alterations. She departed from that port the first day of 1945 to rendezvous with HAMUL (AD-20) the following day. The two ships transited the Panama Canal on 7 January and joined a convoy enroute to San Diego. On the way an emergency appendectomy was performed on board KINZER while the remainder of the ships circled the slowed vessel to guard against any enemy submarine attacks. Chief Machinist's Mate R. W. Wagner, USN, convalesced safely until the vessel docked at San Diego 16 January for minor voyage repairs.

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SHIP'S HISTORY SECTION

HISTORY OF USS LSM-152



USS LSM-152, a medium landing ship, was built by the Dravo Corporation of Wilmington, Delaware. Her keel was laid 15 May 1944 and she was launched 5 June 1944, under the sponsorship of Mrs. Alex B. Mikkell, wife of Major Mikkell, U. S. Marine Corps. The ship was placed in commission at the Charleston Navy Yard on 22 July 1944, Ensign D. E. Blevins, USN, in command.

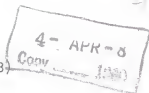
LSM-152 cleared Charleston on 29 July 1944 and joined LSM Flotilla ONE at the Amphibious Training Base of Little Creek, Virginia, on the 31st. During the next six months she acted as training ship for the students of the Amphibious Training Base, conducting amphibious warfare landing exercises along the coast, in the Delaware Bay and in the Chesapeake Bay. She got underway from Norfolk on 15 February to pick up pontoons at Davisville, Rhode Island, then moored at the Imperial Docks at Berkely, Virginia on 24 February 1945. She remained at the dock until 8 March when she got underway with units of LSM Flotilla ONE for the Pacific. She arrived at San Diego on 31 March 1945, and after repairs, cleared port on 2 May with Flotilla ONE and YMS-222. Steaming by way of Pearl Harbor, Eniwetok and Guam, she arrived at Saipan in the Mariana Islands. 6 June 1945. After a voyage from that port to Buckner Bay, Okinawa, and return, she cleared Saipan on 23 August and arrived with her convoy in San Pedro Bay five days later. On 17 September 1945 she got underway from Agoo Beach of Lingayen Gulf with Army troops and quarter-master equipment which were put ashore at Wakayama Bay, Honshu, Japan, 25-30 September 1945. She returned to Manila on 7 October 1945 and embarked men of the 6th Army and their equipment from San Fabian Beach of Lingayen Gulf for transportation to Wakayama Harbor, and Nagoya, Japan. Underway from the last named port on 31 October 1945, she arrived at Hagushi Beach of Okinawa on 4 November. The remainder of the month was spent transporting Army troops from the Hagushi Beach to Buckner Bay. She put to sea for return to the United States on 28 November 1945, embarking troops at Guam for transportation to Pearl Harbor, before arrival in San Diego on 10 January 1946.

LSM-152 was in upkeep status at the Repair Base of San Diego until 26 March when she sailed with LSM-323 for the east coast. The ships made an unscheduled stop at Corinto, Nicaragua (7-9 April) to transfer a crew member of LSM-323 to a hospital, then transited the Panama Canal on the 12th for a brief stay at Coco Solo. LSM-152 cleared the latter port on 20 April and arrived in the Charleston Navy Yard on 26 April for inactivation. She was decommissioned 17 May 1946 and transferred to the Maritime Administration for disposal, 9 December 1947.

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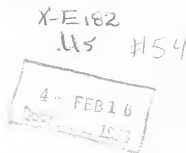
HISTORY OF USS MARICOPA COUNTY (LST-938)



USS MARICOPA COUNTY (LST-938), a tank landing ship, is named for Maricopa County, Arizona. She was built by the Bethlehem-Hingham Shipyard of Hingham, Massachusetts, and placed in commission as USS LST-938 on 10 September 1944, Lieutenant H. W. Limes, USNR, in command. She cleared Hingham on 16 September for shakedown training while based at Little Creek, Virginia, and then moored at Pier 51, North River, New York City, on 12 October 1944. She loaded LCT-1210 on her main deck and received nearly 100 passengers for transportation to the Panama Canal. She cleared New York Harbor with a convoy, 18 October 1944, and touched at Guantanamo Bay before anchoring in Colon Harbor the 29th. She debarked her passengers the next day and transited the Panama Canal, bound alone for Espiritu Santo, New Hebrides Islands. She arrived in the latter port on 4 December 1944 and shifted to Seeadler Harbor of Manus, Admiralty Islands, on the 16th.

LST-938 steamed from Seeadler Harbor on 31 December 1944, carrying provisions for the Armed Forces on Los Negros Islands where she loaded the cargo of Motor Torpedo Base #17 for transport to the Philippine Islands. She retracted from the beach on 13 January 1945 and joined an LST convoy in the Seeadler anchorage for passage to San Pedro Bay, Leyte, Philippine Islands. Touching at Humboldt Bay, New Guinea, the convoy anchored in San Pedro Bay on 28 January and LST-938 put army passengers ashore before beaching at Bobon Point, Guisan Roadstead, Samar, Philippine Islands, 6 February 1945. She completed unloading the cargo of Motor Torpedo Boat Base Number 17 on 10 February 1945 and retracted from the beach the next day to pick up men and equipment of the 321st Army Aviation Engineers at Catmon Hill beach, Leyte, transporting their vehicles and cargo to Guisan. Three similar missions were completed before arrival at Zamboanga, Mindanao, on 10 March 1945. Aerial bombardment was in progress to silence the light opposition of the enemy as she anchored in Basilian Straits, and that afternoon, she commenced unloading vehicles and bulk cargo on the beach at Zamboanga. She reloaded supplies at Bubug Point of Mangarin Bay on the 13th and returned to "Red Beach" of Zamboanga on 17 March 1945. She made another resupply run between Mangarin Bay and Zamboanga, then returned to San Pedro Bay on 16 April to load dry provisions from the SS JOSEPHINE SHAW LOWELL. She put to sea in convoy on 26 April and anchored in Milne Bay off Bismark Point on 9 May for loading of equipment. Two days later she beached at Gamadodo to load supplies, then got underway from Milne Bay on 16 May to hit the beach east of Smith's Landing, Cairns, Australia, on 23 May 1945. She unloaded gas cylinders from her tank deck and took on vehicles and cargo for transportation to Morotai Island. She got underway from Cairns on 26 May and touched at Milne Bay, New Guinea, before arrival at Morotai on 12 June to stage landing rehearsals with Rear Admiral A. G. Noble's attack group in preparation for initial

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HISTORY OF USS MASON (DE 529)

USS MASON (DE 529), though the second ship of that name, was the first named to honor Ensign Newton Henry Mason, USNR, who gave his life for his country in the Battle of the Coral Sea, and who was posthumously awarded the Distinguished Flying Cross for his skill and courage in the battle.

Newton Mason was born in New York City 24 December 1918, and after graduating from Trinity College, enlisted in the Naval Reserve 7 November 1940. After elimination flight training, he was appointed aviation cadet, and received training at Jacksonville and Miami, Florida. He was commissioned ensign 3 September 1941, and after final training with the Advanced Carrier Training Group, Pacific Fleet, was assigned to Fighter Squadron THREE on board LEXINGTON (CV 2).

Ensign Mason took part in the Pacific raids of February and March 1942, and in the Battle of the Coral Sea, 7-8 May 1942, fought with utter disregard for his own personal safety, contributing materially to the defense of the American forces. He failed to return from his last mission on 8 May.

USS MASON (DE 529) was built by the Boston Navy Yard. Her keel was laid 14 October 1943 and she was launched 17 November 1943, under the sponsorship of Mrs. David N. Mason of Scarsdale, New York, mother of Ensign Mason. The ocean escort was placed in commission at Boston 20 March 1944, Lieutenant Commander W. M. Blackford, USNR, in command.

MASON got underway from Boston on 9 April 1944 for shakedown training out of Great Sound, Bermuda and returned to Boston on 17 May for final alterations. The yard period was followed by simulated battle practice with submarines and Navy planes in waters of Casco Bay, Maine. She cleared Maine waters 5 June 1944 and moored at the Charleston Navy Yard three days later to report for duty with Commander A. M. Kowalzyk's Task Group 27.5 for escort of a convoy of twenty-one small tankers and cargo vessels which steamed from Charleston Harbor on 14 June. The convoy made landfall on the Azores the morning of 6 July 1944 and MASON entered the roadstead of Horta Harbor, Fayal Island, Azores, that afternoon. Underway at 6-knot speed on 12 July, the convoy entered the swept channel of Belfast, Northern Ireland on 24 July. She got underway from Belfast two days later and put into the Navy Yard Annex, South Boston, 2 August.

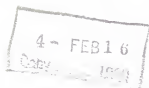
After limited upkeep and refresher training in the waters of Casco Bay, MASON reported for duty with Escort Division THIRTY-FIVE at Boston. On 29 August she made rendezvous with a convoy in ocean approaches to Boston Harbor, took a passenger by whaleboat off TILMAN (DD 644) for transportation to Casco Bay. She sailed then to New York where she arrived on 2 September for duty with Escort Division EIGHTY.

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HISTORY OF USS PC-474

USS PC-474 was built by the Defoe Boat and Motor Works of Bay City, Michigan. She was launched 15 September 1941 and placed in commission at the Algiers Naval Training Station, New Orleans, 11 February 1942. Lieutenant (junior grade) A. D. Weeks, Jr., USNR, took temporary command until 17 February when he was relieved by Lieutenant P. F. DeCremer, USNR.

PC-474 cleared New Orleans on 19 February 1942 for shakedown exercises out of the Naval Operating Base of Key West, then shifted to Miami on 18 March to train student officers and men of the Submarine Chaser Training Center of that port. She put to sea on 19 April and arrived at Staten Island, New York, 22 April 1942, for escort and patrol duty. Under orders of the Eastern Sea Frontier, she protected convoys from New York and Norfolk to Key West, making two escort voyages from New York to Guantanamo Bay and return, 6 September-24 October 1942. She arrived at Norfolk on 25 October to join a convoy which sailed on 6 November, bound for North Africa. Steaming by the way of Bermuda, she arrived at Casablanca, Morocco, 25 November 1942 and was assigned to the Escort Unit of the Moroccan Sea Frontier Force, U. S. Naval Forces in North African Waters. In the following months she conducted anti-submarine patrol off the harbor entrance, and escorted merchant vessels clear of mine fields to rendezvous with large convoys, meeting and affording protection to sections of convoys destined for Casablanca. Infrequently, she formed a part of the escort for merchant vessels to Gibraltar and Sefi, Morocco. She continued this duty until May 1944 when she received French officers and men aboard for indoctrination, preparatory to her transfer to the Government of France. She was decommissioned at Casablanca 1 June 1944, and became a unit of the French Navy as F. N. S. L "INDISCRET.

LIST OF COMMANDING OFFICERS

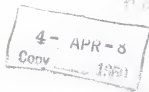
Lieutenant (junior grade) A. D. Weeks, Jr., USNR:	11 Feb 1942 - 17 Feb 1942
Lieutenant P. F. DeCremer, USNR:	17 Feb 1942 - 19 Apr 1942
Lieutenant A. D. Weeks, Jr., USNR:	19 Apr 1942 - 8 Mar 1943
Lieutenant H. C. Hummer, USNR:	18 Sep 1943 - 1 Jun 1944

ORIGINAL STATISTICS

LENGTH OVERALL:	173'8"	TOTAL ACCOMODATIONS:	
EXTREME BEAM:	23'	Officer:	4
STANDARD DISPLACEMENT:		Enlisted:	61
Tons:	280	ARMAMENT:	
Limiting Draft:	7'7"	Primary:	(2) 3"/50
DESIGNED SPEED:		Secondary:	(1) single
Knots:	22		40mm AA mount

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NAVY DEPARTMENT
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SHIP'S HISTORY SECTION



HISTORY OF USS PC-1135

USS PC-1133, a 173-foot submarine chaser, was built by the Defoe Shipbuilding Company of Bay City, Michigan. She was launched 9 January 1943 and was towed down the Mississippi River to the Todd-Johnson Shipyards, Algiers, Louisiana, for outfitting. The submarine chaser was commissioned 24 August 1943, Lieutenant (jg) John C. Chandler, USNR, in command.

PC-1133 cleared New Orleans on 29 August 1943 for shakedown training out of the Submarine Chaser Training Center of Miami, Florida. She then joined a convoy of LST's at Burrwood, Louisiana on 12 October 1943 for passage to Coco Solo, Panama Canal Zone. She reached the latter port on 21 October and transited the canal three days later to visit Balboa. She put to sea on 27 October but returned to port the next day to transfer a seriously injured man to a hospital ashore. After a week in drydock, she was taken in tow to cross the Pacific, this time acting as drag for floating drydock AFD-12, under tow of tug MONTAUK POINT.

PC-1133 arrived at the Navy Wharf of Bora-Bora in the Society Islands on 15 December 1943, and after reprovisioning and refueling, the convoy steamed by way of Tongatabu, Tonga Islands, where fresh water and food was replenished, before arrival at Brisbane, Australia, on 8 January 1944. She got underway on 23 January and took patrol station astern of a convoy off Cairns, Australia, on the 27th, bound for Milne Bay, New Guinea.

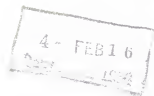
PC-1133 anchored in the inner harbor of Milne Bay on 1 February 1944 for convoy and patrol duty. Operating much of the time with ships of the Australian Navy from Langemak Bay, she protected landing craft and transport vessels between almost every port of New Guinea, including Port Moresby, Lae, Buna, Finschaven, Sidor, Mandang, Aitape, and Hollandia. Other escort voyages were made to Arawe and Cape Gloucester in New Britain, and to Seeadler Harbor, Manus, Admiralty Islands.

PC-1133 acted as control ship for the amphibious landings on Kamiri airfield of Ncmfoor Island, Netherlands New Guinea, 2-4 July 1944. During the preliminary bombardment of that island on 2 July 1944, her executive officer, Lieutenant Dave Knapp, with Quartermaster First Class Everett D. Lewis, Jr., and Coxswain D. A. Byington, volunteered to man a small boat and were lowered over the side to explore the narrow and difficult coral reef to seaward of the landing beach and place bouys to mark safe passage for the amphibious tanks and boats. This operation was carried out under heavy machine gun and rifle fire from the beach, and these courageous men were awarded the Bronze Star Medal for their heroic accomplishment which contributed much to the

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SHIP'S HISTORY SECTION



HISTORY OF USS PETERSON (DE 152)

USS PETERSON (DE 152) was named for Oscar Verner Peterson, Chief Water Tender, USN, who gave his life for his country and his ship in the Battle of the Coral Sea, and was awarded the Medal of Honor.

Oscar Peterson was born in Prentiss, Wisconsin, 27 August 1899, and enlisted in the Navy 8 December 1920. Following his first training, he served continuously at sea, and on 8 April 1941, reported for duty in NEOSHO (AO 23).

Operating in the South Pacific with the carriers YORKTOWN (CV 5) and LEXINGTON (CV 2), NEOSHO was detached from the main force of combatants on the eve of the Battle of the Coral Sea, with a destroyer as escort. At about 0900 on 7 May 1942, a lone Japanese plane spotted the two detached ships, and three heavy enemy attacks followed during the day. In the last of these attacks, twenty dive-bombers concentrated on NEOSHO, and scored seven direct hits and eight near-misses within a few minutes. Furious fires broke out, and the struggle to save the ship began. Peterson was in charge of a repair party below, and although he himself was wounded, and all of his assistants were out of action because of wounds, he ignored the possibility of additional burns to close the bulkhead stop valves. He later died of these burns on board a rescue ship. For such extraordinary courage and conspicuous heroism above and beyond the call of duty, he was posthumously awarded the Medal of Honor.

USS PETERSON (DE 152), an ocean escort, was built by Consolidated Steel Corporation, Orange, Texas. Her keel was laid 28 February 1943, and she was launched 15 May 1943, under the sponsorship of Mrs. Oscar V. Peterson, widow of Chief Water Tender Peterson. The ship was commissioned 29 September 1943 at Orange, under the command of Lieutenant Commander Richard F. Rea, USCG.

PETERSON moved to Galveston, Texas, on 6 October 1943 to continue her outfitting, then sailed by way of Algiers, Louisiana (14-21 October) where repairs were effected to her compressor, to Bermuda for shakedown training. She reported to Charleston, South Carolina, for a brief post-shakedown upkeep on 22 November, and six days later was enroute to New York, arriving the last day of the month. The escort was now to commence the arduous but vital task of protecting the trans-Atlantic convoys which carried the men and supplies necessary to win the war in Europe.

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NAIP'S HISTORY SECTION

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HISTORY OF USS PRICE (DER332)

USS PRICE (DER332) was named to honor Lieutenant (junior grade) Edward Mac Price, USN, who gave his life for his country in the Battle of the Coral Sea.

Edward Price was born in Richmond, Virginia, 20 June 1916, and attended Hargrave Military Academy at Chestnut, Virginia, and Concord State College in Athens, West Virginia, before his appointment to the United States Naval Academy in 1935. He graduated from the Academy and was commissioned ensign 1 June 1939, and was assigned to duty in LEXINGTON (CV 2).

Price reported on board LEXINGTON 24 June 1939, and was still serving in her upon the outbreak of World War II. He saw action during the Pacific raids in February and March 1942, and lost his life in the sinking of his ship in the Battle of the Coral Sea 8 May 1942.

USS PRICE (DE 332), an ocean escort, was built by Consolidated Steel Company, Orange, Texas. Her keel was laid 24 August 1943, and she was launched 30 October 1943, under the sponsorship of Mrs. Ray P. Reynolds, mother of Lieutenant (junior grade) Price. The ship was placed in commission 12 January 1944 at Orange, under the command of Lieutenant Commander J. W. Higgins, Jr., USNR. During a brief fitting out period at Galveston, Texas, Lieutenant Commander Edmund E. Garcia, USN, boarded 1 February to assume his duties as Commander, Escort Division 58.

PRICE steamed from Galveston 3 February 1944 with HINDEM (DE 400) to conduct shakedown exercises at Bermuda. She arrived at Charleston, South Carolina, 4 March for her post-shakedown availability, then visited New York briefly (20-21 March) before reporting to Norfolk on the 22nd to begin escort duty. The following day she got underway as part of the escort for a convoy bound for North Africa.

On 28 March 1944 she transferred the Division doctor to one of the merchantmen in the convoy to treat seventeen men who had been wounded during firing practice, then transferred one seriously wounded man to KENNEBEC (AC 36) for emergency surgery. She left the convoy twice to perform individual missions: during 3-6 April she escorted 10 LCI's into Horta, Azores, and on 10 April she rendezvoused with five vessels from Oran to guide them until they safely joined the eastbound formation. That night an enemy reconnaissance plane was sighted and tension rose in the ship in anticipation of an air attack on the following day.

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SHIP'S HISTORY SECTION

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HISTORY OF USS RAMSDEN (DER 382)

USS RAMSDEN (DER 382) bears the name of Mervin Lee Ramsden, Coxswain, USN, who gave his life for his country in the Battle of the Coral Sea, and was awarded the Silver Star.

Ramsden was born 2 January 1919 in Pleasant Lake, North Dakota. He enlisted in the Navy 21 May 1936, and served continuously until his death in action. Aside from his period of initial training, his entire naval service was spent in LEXINGTON (CV-2).

Ramsden's battle station in LEXINGTON was to operate the range finder of the number two director, and although he was wounded early in the action when heavy enemy forces attacked the "Lady Lex" on 8 May 1942, he insisted on remaining at his station, completely exposed to enemy fire. This disregard of his own life and devotion to duty made possible the splashing of several of the enemy planes. He died soon after he was lowered to the deck, and went down with the ship in which he had served so long and devotedly. His heroism was recognized by the posthumous award of the Silver Star Medal.

USS RAMSDEN (DE 382), an ocean escort, was built by Brown Shipbuilding Company, Houston, Texas. Her keel was laid 26 March 1943, and she was launched 24 May 1943, under the sponsorship of Mrs. J. L. Anatone Ramsden, mother of Coxswain Marvin Lee Ramsden. The ship was placed in commission at Houston 19 October 1943, under the command of Lieutenant Commander J. E. Madacey, USCG, and manned by a Coast Guard crew.

RAMSDEN steamed to Galveston 24 October 1943 for drydocking and to continue her outfitting, then underwent trials off New Orleans before departing from that port for shakedown exercises in Bermuda. She arrived at Charleston, South Carolina, 11 December, for a brief six-day post-shakedown availability, and reported to New York on the 19th to commence her service as a convoy escort in the Atlantic. She sailed from New York 20 December as escort for two heavily laden transports as far as Coco Solo, arriving at the Canal Zone a week later. She returned to New York 9 January 1944, calling enroute at Norfolk during 4-8 January.

Attached to Escort Division 23, RAMSDEN spent the first half of 1944 on escort duty to North African ports. She departed New York 11 January with a tanker and LST convoy for Casablanca, French Morocco, returning to New York 23 February. Her next trans-Atlantic voyage commenced at Norfolk 13 March. Headed for Bizerte, Tunisia, the convoy was attacked off Cap-Tenes, Algeria on the evening of the 1st of April by a group of German Dornier bombers. One of the merchant ships was bombed but made port the following day after extinguishing the fires in her forward hold. In retaliation the ships shot

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SHIPS' HISTORIES SECTION

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HISTORY OF USS RAY (SS 271)

USS RAY (SS 271), a fleet submarine, is named for fish of the family Rajidae, especially abundant in the North Pacific and North Atlantic oceans, some growing to a large size and attaining a weight of over three hundred pounds. Most of them, however, are shorefishes, which lie concealed in the sand or mud at the bottom of the water and from that hidden point dart suddenly upon unsuspecting prey.

USS RAY (SS 271) was built by the Manitowoc Shipbuilding Company of Manitowoc, Wisconsin. Her keel was laid 20 July 1942 and she was launched 28 February 1943 under the sponsorship of Mrs. Sam C. Loomis, wife of Captain Sam C. Loomis, USN. The submarine was placed in commission at Manitowoc on 27 July 1943, Lieutenant Commander Brooks J. Harral, USN, in command.

RAY conducted training exercises on Lake Michigan until 15 August 1943 when she cleared Manitowoc for New Orleans, Louisiana, where she took on stores and torpedoes, and on 31 August she reported at Coco Solo, Panama, for intensive training in the area. Underway from Coco Solo 5 October, RAY arrived at Brisbane, Australia, on the 30th, and three days later was sent to Milne Bay, New Guinea, for minor repairs.

On her first war patrol, RAY cleared Milne Bay 13 November 1943 for the area north of the Bismarcks. Patrolling the Truk-New Hanover traffic lanes on 26 November, she made radar contact on a three-ship convoy, and after three hours of tracking, attacked just before dawn, scoring three hits for the unconfirmed sinking of an enemy freighter (02°-27' N; 147°-50' E). Evading the counter-attack, she pursued the convoy and that evening fired six torpedoes for four hits which disintegrated the 2,562-ton converted gunboat NIKKAI MARU in a matter of seconds (04°-00' N; 147°-50' E). The next evening RAY was ordered to intercept a southbound convoy with which she made contact on the morning of the 29th, and upon commencing her submerged approach, an attack by GATO so radically changed the convoy's course, that the opportunity was lost. She stayed with the convoy and that evening began a surface approach but was detected and forced to retire under fire. RAY regained contact on the convoy 1 December and began a submerged approach but was again detected and this time severely depth charged. Finally surfacing, she closed the escorts to 6,000 yards, and running at seventeen knots on opposite courses, fired thirty rounds in twelve minutes for no direct hits. The escort fire became more accurate and RAY retired. The next day she was ordered back to Milne Bay where she arrived 7 December 1943.

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SHIP'S HISTORY SECTION

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HISTORY OF USS RICHARD M. ROWELL (DE 403)

USS RICHARD M. ROWELL (DE 403) was named for Ensign Richard Merrill Rowell, USNR, twice recipient of the Distinguished Flying Cross, who gave his life for his country in the Battle of the Coral Sea.

Richard Rowell was born in Sonoma, California, 6 August 1916, and enlisted in the Naval Reserve 8 August 1939. He received flight training as an enlisted man and as an aviation cadet, and completed his training in the fall of 1940. He was commissioned ensign to rank from 20 August 1940. Assigned to Fighting Squadron THREE in LEXINGTON (CV 2), he reported for duty 5 November 1940.

Rowell saw action in the Pacific raids of February and March 1942. During one of these, on 20 February, when LEXINGTON was under attack by Japanese bombers, Rowell defied heavy enemy fire to down one of the Japanese planes with the assistance of his teammate. For his heroism in this engagement, he won his first Distinguished Flying Cross.

In the Battle of the Coral Sea on 7 and 8 May 1942, Rowell joined in the attacks on the Japanese as well as the defense of the American ships from the enemy. His complete disregard for his own safety and his skillful and determined participation in these attacks won him a Gold Star in lieu of a second Distinguished Flying Cross, but he failed to return from his last mission.

USS RICHARD M. ROWELL (DE 403), an ocean escort, was built by Brown Shipbuilding Company, Houston, Texas. Her keel was laid 18 August 1943, and she was launched 17 November 1943, under the sponsorship of Mrs. Agnes M. Rowell, mother of Ensign Rowell. The ship was placed in commission 9 March 1944 at Houston, under the command of Lieutenant Commander Harry A. Barnard, Jr., USN.

After fitting out at Galveston, Texas, RICHARD M. ROWELL sailed on 26 March 1944 for Bermuda where she conducted shakedown exercises. She arrived at Boston 25 April for post-shakedown alterations and cleared that port on 6 May for the Pacific. Transiting the Panama Canal a week later, she called at San Diego (22-25 May), then steamed in company with RICHARD S. BULL (DE 402) to Pearl Harbor, arriving the last day of the month. Admiral C. W. Nimitz came aboard to visit 5 June, and the following day the ship broke the pennant of Commander, Escort Division 63. She interrupted her intensive training schedule to escort SARATOGA (CV 3) from Pearl Harbor 12 June to the eastward, then rendezvoused with INTREPID (CV 11) later that day to guard her back to Pearl Harbor. Upon arrival she entered the Navy Yard for repairs to her starboard main high pressure turbine.

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SHIP'S HISTORY SECTION

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HISTORY OF USS RICHARD S. BULL (DE 402)

USS RICHARD S. BULL (DE 402) was named to honor Lieutenant Richard Salisbury Bull, Jr., USN, a recipient of the Distinguished Flying Cross, who gave his life for his country in the Battle of the Coral Sea.

Richard Bull was born in Wilkesburg, Pennsylvania, 6 January 1913. He graduated from the United States Naval Academy and was commissioned ensign 4 June 1936. After serving for two years at sea, he underwent flight training at Pensacola, then served in several squadrons until the spring of 1941, when he went to London, England, as Assistant Naval Attache and Assistant Naval Attache for Air, a title later changed to Naval Observer, American Embassy, London, England. He returned to the United States on the eve of American entrance into the war, and was assigned to Fighter Squadron TWO on board LEXINGTON (CV 2), to which he reported 27 December 1941.

Bull took part in the Pacific raids of February and March 1942, and in the Battle of the Coral Sea, 7-8 May 1942, showed both extraordinary courage and skill in aerial combat against the enemy. This achievement was recognized by the posthumous award of the Distinguished Flying Cross, since Bull failed to return from his last mission.

USS RICHARD S. BULL (DE 402) was built by the Brown Shipbuilding Corporation of Houston, Texas. Her keel was laid 18 August 1943 and she was launched 16 November 1943 under the sponsorship of Mrs. Richard S. Bull, mother of Lieutenant Bull. The ocean escort was placed in commission at Houston on 26 February 1944, Lieutenant Commander A. W. Gardes, in command.

RICHARD S. BULL became flagship of Escort Division 63, 4 March 1944 and cleared Houston on the 17th for shakedown training while based at Great Sound, Bermuda, until 17 April. She set course for Boston and arrived in the Boston Navy Yard the 19th for final alterations, followed by training in Casco Bay, Maine. She steamed out of Boston Harbor on 6 May, teaming with RICHARD M. ROWELL (DE 403) as the escort for ammunition ship MAZAMA (AE 9), bound for the Pacific.

The task unit transited the Panama Canal 13 May 1944 and touched at the Naval Repair Base, San Diego 22-25 May, before reaching Pearl Harbor on 30 May for duty with Destroyer Force, Pacific Fleet. After brief training maneuvers and battle practice in the local area the two escorts were joined by two others plus PREBLE (DM 20) and set course on 18 June to arrive at Eniwetok Atoll, Marshall Islands, 27 June.

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SHIP'S HISTORY SECTION



HISTORY OF USS RICKETTS (DE 254)

USS RICKETTS (DE 254) was named for Lieutenant Milton Ernest Ricketts, U.S.N., a Medal of Honor recipient who gave his life for his country and his ship in the Battle of the Coral Sea.

Milton Ricketts was born in Baltimore, Maryland, 5 August 1913, and was appointed to the United States Naval Academy in 1931. He graduated and was commissioned ensign 6 June 1935, and served for the next two years in RANGER (CV 4).

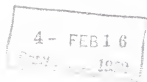
Ricketts was next ordered to duty in connection with fitting out YORKTOWN (CV 5), and thus became a plank owner of the carrier when she was commissioned 30 September 1937. In her, he served through the anxious pre-war years, and when America entered the war, took part in the Pacific Raids of February and March 1942.

During the Battle of the Coral Sea, on 8 May 1942 when YORKTOWN was under severe bombing attack from Japanese planes, Ricketts was directing the Engineering repair party when a bomb passed through and exploded directly beneath the compartment in which he and his crew were working. All of the men were killed, wounded, or stunned, and Ricketts, mortally wounded, worked alone to open the valve of a nearby fire plug. He succeeded in leading out part of the hose and directing the stream of water into the fire before he fell dead beside it. His courageous action undoubtedly prevented the rapid spread of the fire to serious proportions, and was recognized by the posthumous award of the Medal of Honor.

USS RICKETTS (DE 254), an ocean escort, was built by Brown Shipbuilding Company, Houston, Texas. Her keel was laid 16 March 1943, and she was launched 10 May 1943, with Mrs. Milton E. Ricketts, widow of Lieutenant Ricketts, as sponsor. The ship was placed in commission 5 October 1943 at Houston, under the command of Lieutenant Commander Glenn L. Rollins, USCG.

After outfitting at Galveston, Texas, and Algiers, Louisiana, RICKETTS sailed to Bermuda for shakedown exercises, then arrived at Charleston, South Carolina, 28 November 1943, escorting the merchantman SS BRAGA. Following a post-shakedown overhaul, the escort got underway 9 December for New York where she joined the New York section of a convoy destined for North Africa. The convoy cleared on the 14th but RICKETTS delayed her departure until the following day to wait for two late-loading merchantmen. The three ships joined the main body of the convoy 20 December and continued on to Casablanca, French Morocco. RICKETTS returned to New York 24 January 1944, completing her only convoy to the Mediterranean.

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HISTORY OF USS RINEHART (DE 196)

USS RINEHART (DE 196) was named for Lieutenant (junior grade) Clark Franklin Rinehart, USN, a recipient of the Distinguished Flying Cross who gave his life for his country in the Battle of the Coral Sea.

Clark Rinehart was born in Ridgeway, Missouri, 30 May 1910, and enlisted in the Naval Reserve 30 April 1937. After flight training, he was designated Naval Aviator 8 June 1938, and shortly thereafter commissioned ensign, first in the Naval Reserve, and later in the Navy. His active service was with Bombing Squadron TWO and later with Fighting Squadron TWO, both on board LEXINGTON (CV 2).

In LEXINGTON, Rinehart took part in the Pacific Raids of February and March 1942, and in the Battle of the Coral Sea. His gallant and fearless conduct in engagements with the enemy on 7 and 8 May 1942 led to the posthumous award of the Distinguished Flying Cross, after he failed to return from his last mission on 8 May.

USS RINEHART (DE 196), an ocean escort, was built by Federal Shipbuilding and Dry Dock Company, Newark, New Jersey. Her keel was laid 21 October 1943, and she was launched 1 January 1944, under the sponsorship of Mrs. Dorothy Rinehart, widow of Lieutenant (junior grade) Rinehart. The ship was placed in commission at New York 12 February 1944, under the command of Lieutenant Partee W. Crouch, USN.

RINEHART steamed from New York 3 March 1944 to conduct shakedown exercises at Bermuda, returning for a brief post-shakedown overhaul 2 April. She reported to Norfolk 12 April to serve as a school ship and was engaged in training operations in Chesapeake Bay until 8 May. She was diverted once to search for a Swedish merchant ship and refueled at Bermuda (26-29 April) before returning to her base.

The ship commenced her primary work as a convoy escort when she sailed to New York 8 May 1944 to pick up the New York section of a North African-bound convoy. The whole convoy departed Norfolk 12 May and arrived at Bizerte, Tunisia, 1 June. After a nine-day stay RINEHART got underway to escort the return convoy. She was detached briefly 14 June to screen the British submarine TAURUS into Gibraltar, then rejoined her convoy the same day to continue on to New York, arriving 29 June. A similar voyage from Norfolk to Bizerte and return to New York was made 24 July to 7 September.

RINEHART cleared New York on 14 October 1944 for the first of five convoy escort voyages to ports in Great Britain and France. She sailed from New York to Liverpool, England, and return (14 October - 9 November 1944); from Boston

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HISTORY OF USS ROY O. HALE (DE 335)

USS ROY O. HALE bears the name of Lieutenant (junior grade) Roy Orestus Hale, Jr., USN, a recipient of the Distinguished Flying Cross who gave his life for his country in the Battle of the Coral Sea.

Roy Hale was born in Monroe, Louisiana, 10 May 1916. He entered the United States Naval Academy in 1934, graduated and was commissioned ensign 2 June 1938. After serving for a year at sea, he entered aviation training at Pensacola and Miami, Florida, and received his final preparation for duty as an aviator at San Diego. On 21 June 1941, he joined Scouting Squadron TWO on board LEXINGTON (CV 2).

Hale saw action in the Pacific raids of February and March 1942 in LEXINGTON, and flew his scout plane in the Battle of the Coral Sea, 7-8 May 1942. He failed to return from the last mission on 8 May. His citation accompanying the Distinguished Flying Cross spoke of his extraordinary achievement in serial combat, and his determination and aggressiveness in attacking enemy aircraft while completely disregarding the fierce fighter opposition of the enemy.

USS ROY O. HALE (DE 336), an ocean escort, was built by the Consolidated Steel Company, Limited, Orange, Texas. Her keel was laid 13 September 1943, and she was launched 20 November 1943, under the sponsorship of Mrs. Roy O. Hale, mother of Lieutenant (junior grade) Hale. The ship was placed in commission at Orange 3 February 1944, under the command of Lieutenant Commander William Wurts Bowie, USNR.

After training at Sabine Pass, Texas, and final alterations at Galveston, ROY O. HALE got underway on 21 February 1944 for Bermuda to conduct shakedown exercises. She reported to Charleston, South Carolina, the last day of March for her post-shakedown overhaul. On 10 April she departed for Norfolk, arriving two days later. She served as training ship for pre-commissioning details of escort crews in Chesapeake Bay and steamed to New York four times to escort convoy sections to their rendezvous with the main body at Norfolk. During 5-6 May she joined DALE W. PETERSON (DE 337) to serve as plane guard for RMS QUEEN.

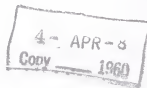
ROY O. HALE cleared Norfolk 4 June 1944 as escort for CARD (CVE 11) enroute to Newport. She continued on to Boston for upkeep, followed by exercises in Casco Bay, Maine, before returning to Norfolk 29 June to commence the long and arduous job of escorting trans-Atlantic convoys. She sailed from Norfolk 1 July as escort for a 24-ship convoy and arrived at Taranto, Italy, 16 July. Four days later she was again at sea with the return convoy. She was diverted 25 July with DANIEL (DE 335) to guard ARIEL (AF 22) to Praia, Terceira, Azores,

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SHIP'S HISTORY SECTION



HISTORY OF USS SILVERSTEIN (DE 534)

USS SILVERSTEIN (DE 534) was named for Lieutenant Max Silverstein, USN, who gave his life for his country in the Battle of the Coral Sea, and was awarded the Silver Star for his actions in this battle.

Max Silverstein was born in Chicago, Illinois, 15 February 1911, and entered the United States Naval Academy in 1928. He graduated and was commissioned ensign 2 June 1932. He served at sea almost continuously from that date, and on 6 July 1940, reported to SIMS (DD 409) as engineer officer.

In SIMS, Silverstein took part in convoy escort missions in the Atlantic until early in 1942, when SIMS joined the Pacific Fleet. In the Battle of the Coral Sea, on 7 May 1942, SIMS was sighted at about 0900 by a lone Japanese aircraft, which dropped a single bomb and apparently notified other enemy aircraft of SIMS' position. It was the third of the succeeding attacks which struck SIMS mortally. Silverstein, acting as Damage Control Officer, was rendered unconscious by concussion from the first bomb to hit the ship, but upon recovering he coolly directed the securing of the boilers, and other damage control measures. With relentless determination, he continued his efforts to save the ship until she sank. He lost his life in the sinking, and was posthumously presented the Silver Star.

USS SILVERSTEIN (DE 534), an ocean escort, was built by Boston Navy Yard. Her keel was laid 8 October 1943, and she was launched 8 November 1943, under the sponsorship of Mrs. Max Silverstein, widow of Lieutenant Silverstein. The ship was placed in commission at Boston 14 July 1944, under the command of Lieutenant Commander F. A. Reece, Jr., USNR.

SILVERSTEIN steamed from Boston 5 August 1944 for shakedown training at Bermuda and returned to Boston 7 September for a post-shakedown overhaul. She got underway nine days later and reported at Norfolk on 17 September for duty as school ship for prospective members of ocean escort crews. On the 25th she cleared Norfolk as escort for ATR-56 with YF's 728 and 729 in tow to Miami. Depositing her charges there on 2 October SILVERSTEIN continued southward the next day to transit the Panama Canal 6 October. She called at San Diego (15-19 October), then headed for Pearl Harbor, arriving 25 October.

Following a period of intensive training in the Hawaiians, SILVERSTEIN sailed from Pearl Harbor 29 December 1944 as a convoy escort, calling at Eniwetok (7-8 January 1945) and Saipan (12-13 January) before arriving at Guam 14 January. The next day she was underway in company with GEORGE (DE 697) for Ulithi where she commenced an upkeep upon her arrival 16 January. By 1 February SILVERSTEIN was back at sea bound for Eniwetok. Arriving 5 February

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4- FEB 16

HISTORY OF USS STEELE (DE 8)

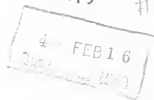
USS STEELE (DE 8) was named in honor of Private John Martin Steele, United States Marine Corps, who gave his life for his country in the Battle of the Coral Sea.

John Steele was born in Bruno, Minnesota, 24 August 1920, and enlisted in the United States Marine Corps at Chicago, Illinois, 29 December 1941. After training, he was assigned to the Marine Detachment in LEXINGTON (CV 2). During the Battle of the Coral Sea, 8 May 1942, he served as a member of the crew of Number Two Anti-Aircraft Battery until he was killed in action. The group who manned this gun were commended after the action for the efficiency and gallantry with which they served, remaining at their posts during strafing, the explosion of four torpedoes in the vicinity of the battery, and the explosion of an aerial bomb in a locker of heavy ammunition belonging to the battery. They quickly extinguished the fire, policed the battery, and readied the only remaining serviceable gun for further defense of LEXINGTON. They were cited for presenting an example of courage and devotion to duty of the highest order.

USS STEELE (DE 8), an ocean escort, was built by the Boston Navy Yard. Her keel was laid 27 November 1942 and she was launched 9 January 1943. Her christening was delayed until the day of her commissioning, 4 May 1943, when that act was performed by her sponsor, Mrs. John Steele, mother of Private John Martin Steele, U. S. Marine Corps. The commissioning ceremony commenced immediately after the christening and the ship was placed under the command of Lieutenant Commander Mark E. Dennett, USN.

STEELE sailed from Boston 25 May 1943 to conduct her shakedown exercises off Bermuda, returning to Boston for a post-shakedown overhaul on 27 June. She put to sea again on 6 July, transited the Panama Canal a week later, and after calling at Bora Bora, Society Islands (29-30 July) and Tongatabu, Tonga Islands (5-6 August), arrived at Noumea, New Caledonia, 10 August 1943. From this primary base and a secondary one at Espiritu Santo, New Hebrides Islands, STEELE escorted merchant ships and transports among the New Hebrides, New Caledonia, and Fiji Islands, and on the final leg of their journey into the Solomons to Guadalcanal, the hard-won base from which the consolidation of the rest of the Solomons was being directed. STEELE continued her combination escort and patrol work until 13 December 1943 when she got underway to return to the west coast to replace a broken strut and effect other necessary repairs. Calling at Bora Bora again enroute (20-21 December), she arrived at the Mare Island Navy Yard 3 January 1944 to commence overhaul.

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HISTORY OF USS STRAUS (DE 408)

USS STRAUS (DE 408) was named in honor of Ensign David H. Straus, Jr., United States Naval Reserve, who gave his life for his country in the Battle of the Coral Sea.

David Straus was born in Houston, Texas, 13 August 1916. He enlisted in the Naval Reserve 31 July 1941, reporting for training at San Diego 24 August 1941. He was assigned to LEXINGTON (CV 2) as a Storekeeper second class, upon the completion of his initial training, and was killed in action in the Battle of the Coral Sea, 8 May 1942.

Straus had been issued a commission as ensign in the Naval Reserve three days before his death, but this commission was invalid as it did not reach him in time for him to execute acceptance or oath of office. He was later issued a posthumous commission, with a date of rank of 28 April 1942.

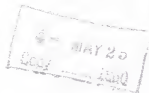
USS STRAUS (DE 408), an ocean escort, was built by Brown Shipbuilding Company, Houston, Texas. Her keel was laid 18 November 1943, and she was launched 30 December 1943, under the sponsorship of Mrs. David Straus, mother of Ensign Straus. The ship was placed in commission at Houston 6 April 1944, under the command of Lieutenant Commander D. A. Menstedt, USNR.

After outfitting and trials at Galveston, STRAUS sailed from that port 25 April 1944 for shakedown exercises at Bermuda. On 2 May Commander L. S. Kintberger, USN, came aboard as Commander, Escort Division 65. STRAUS arrived at Boston 28 May for a post-shakedown overhaul until 9 June. She reported to Norfolk 11 June and after a week of exercises in Chesapeake Bay, put to sea as escort for MISEISSINEWA (AO 59). The oiler loaded to capacity at Aruba, Netherlands West Indies (23-24 June), and the two ships then steamed for the Panama Canal. On the evening of 24 June STRAUS made a sound contact and attacked with depth charges and hedgehogs. Oil patches and bubbles appeared on the surface, but the escort was forced to break off the attack to rejoin the valuable oiler which was now steaming unescorted. STRAUS deposited her charge at Cristobal and transited the Panama Canal 26 June to continue her voyage alone.

Touching at San Diego only long enough for voyage repairs (6-9 July 1944), STRAUS sailed westward to arrive at Pearl Harbor 16 July. Following exercises in Hawaiian waters, she departed 24 July as escort for an Eniwetok-bound convoy. Upon arrival 2 August she was assigned to escort a supply convoy in support of the occupation of Saipan. She put to sea three days later, arriving at Saipan 10 August to join the anti-submarine screen. On the 13th while engaged in patrol duty, she rescued two American Army airmen from a piece of driftwood and put them ashore. The following day she got underway

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HISTORY OF USS TATUM (APD 81)

USS TATUM (APD 81) was named in honor of Lieutenant Commander Laurice A. Tatum, Dental Corps, U. S. Naval Reserve.

Laurice Aldridge Tatum was born in Chambers County, Alabama, on 7 December 1894 and enlisted in the United States Navy on 29 June 1917, at the Navy Recruiting Station of Atlanta, Georgia. After training at San Francisco, he served in the Naval Hospital, Fort Lyon, Colorado, and at the Receiving Ship, Norfolk, Virginia. He transferred to the mighty battleship ALABAMA on 15 October 1918 and was detached on 28 May of the following year to complete his term of enlistment at the Naval Hospital of Philadelphia. He was honorably discharged as Pharmacist's Mate second class on 18 August 1919, and was appointed Assistant Dental Surgeon on 9 August 1928, with the rank of lieutenant (junior grade), U. S. Naval Reserve. He reported for active duty on 27 June 1940 to serve the Naval Air Station of Norfolk, Virginia, and was ordered to the heavy aircraft carrier WASP (CV 7) on 29 May 1942 to serve as Dental Surgeon with the rank of lieutenant commander. He gave his life for his shipmates on 15 September 1942 when the fighting WASP was torpedoed by an enemy submarine. Lieutenant Commander Laurice Aldridge Tatum was posthumously awarded the Silver Star Medal for extremely gallant and intrepid conduct while serving aboard the WASP during the attack. Completely cut off from the rest of the ship by raging flames, he calmly braved the danger of flames, exploding ammunition, and flying debris, to remain in the forecabin and administer aid to all the wounded within that part of his carrier. His great personal valor and courageous efforts in behalf of his shipmates, carried on with only improvised facilities, were in keeping with the highest traditions of the United States Naval Service.

USS TATUM was originally built as an escort vessel (DE 789) by the Consolidated Steel Corporation of Orange, Texas. Her keel was laid 22 April 1943, and she was launched 7 August 1943 under the sponsorship of Mrs. Cecil Cofield Tatum, widow of Lieutenant Commander Laurice Aldridge Tatum, USNR. The escort vessel was commissioned at Orange on 22 November 1943, Lieutenant Commander William C. P. Bellinger, USN, in command.

TATUM cleared Orange, Texas, on 26 November 1943 for final fitting out at Galveston, Texas, and Algiers, Louisiana. She set sail from the latter port on 17 December 1943 for shakedown training off Bermuda with Commander of Escort Division 47 aboard, followed by two weeks final alterations in the Boston Navy Yard. On 30 January 1944 she reported to Norfolk, Virginia, for ocean escort duty.

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HISTORY OF USS THORNHILL (DE 195)

USS THORNHILL (DE 195) was named in honor of Lieutenant (junior grade) Leonard Wilson Thornhill, United States Navy, who gave his life for his country in the Battle of the Coral Sea, and received the Navy Cross for his heroism in the battle.

Leonard Thornhill was born in Lamison, Alabama, 17 August 1917, and was appointed to the United States Naval Academy 19 June 1934. He graduated and was commissioned ensign 2 June 1938. After two years at sea, he began aviation training at Pensacola and Miami, Florida, which he completed with the Fleet Air Detachment at San Diego, California. On 27 March 1941 he was assigned to Torpedo Squadron TWO on board LEXINGTON (CV 2).

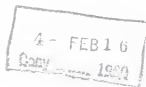
Thornhill saw action in the Pacific raids of February and March 1942, and on the first day of the Battle of the Coral Sea, 7 May 1942, took part in the torpedo attack on Japanese carrier SHOHO. Completely disregarding his own safety in the face of heavy anti-aircraft fire and fighter opposition, Thornhill fired his torpedo at perilously close range, and scored a direct hit, thus contributing greatly to the sinking of the enemy ship. It was the coolness and courage displayed on this occasion which was recognized by the award of the Navy Cross, an award made posthumously, for Thornhill failed to return from a mission he flew on the next day.

USS THORNHILL (DE 195) was built by the Federal Shipbuilding and Dry Dock Company of Newark, New Jersey. Her keel was laid 7 October 1943 and she was launched 30 December 1943, under the sponsorship of Mrs. J. E. Thornhill of Selma, Alabama, mother of Lieutenant (jg) Thornhill. The ocean escort was placed in commission in the New York Navy Yard on 1 February 1944, Lieutenant John B. Shumway, USNR, in command.

THORNHILL cleared port on 18 February 1944 for shakedown training out of Great Sound, Bermuda, and returned from this duty to New York on 18 March for overhaul, followed by refresher training in Casco Bay near Portland, Maine. On 1 April she moored at the Naval Operating Base, Norfolk and reported for duty as a training ship for the Destroyer Escort School. After two 4-day training cruises in the lower Chesapeake Bay, she made a coastal convoy escort run to New York and return (8-11 April), and got underway five days later in company with WINGFIELD for a submarine hunt south of Cape Hatteras, thence to Great Sound, Bermuda.

THORNHILL returned to Norfolk on 1 May 1944 and on the 7th, reported for duty to Commander Destroyer Escort Division 55 in USS WINGFIELD. All escorts of the division entered New York Harbor on 9 May and returned to Norfolk with the New York Section of convoy UGS-42 the next day. The 108-ship convoy

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HISTORY OF USS TULLIBEE (SS 284)

USS TULLIBEE (SS 284) was named for a fish, scientifically known as *Coregonus nipigon* (Koele). The Tullibee is one of the larger members of its family, normally attaining a length of about one foot, and on occasion almost eighteen inches. It is found in the shallow waters of Lake Nipigon, Black Sturgeon Lake, Lake Winnipeg and Lake Abitibi, and in some other small lakes in northwestern Ontario, the Hudson Bay drainage, and Quebec, all in Canada.

USS TULLIBEE (SS 284) was built by the Mare Island Navy Yard, Vallejo, California. Her keel was laid 1 April 1942 and she was launched 11 November 1942, under the sponsorship of Mrs. Kenneth C. Hurd, wife of the commanding officer of USS SEAL (SS 183). The submarine was placed in commission at the Mare Island Navy Yard on 15 February 1943, Commander Charles Frederic Brindupke, USN, in command.

TULLIBEE conducted shakedown in local waters off San Francisco and San Diego. After alterations in the Mare Island Navy Shipyard she cleared San Francisco Bay on 8 May 1943 for final training in the Hawaiian area while based at Pearl Harbor. She put to sea from Pearl Harbor on her first war patrol, 19 July 1943, searching off the Western Caroline Islands in the ocean lanes running from Truk towards the Mariana Islands. On the afternoon of 10 August 1943 she sent a salvo of three torpedoes streaking for one of three cargo ships, guarded by one patrol craft. Gaining no hits, she went deep to escape a string of ten depth charges, then surfaced about four hours before midnight for a surface chase. She caught up with the convoy a little after the noon hour of 14 August and was again rewarded with no hits from a determined attack and was held down by the escort while the convoy escaped. On 22 August 1943 she closed five passenger-cargo ships and slipped by two prowling destroyers for torpedo hits which sent the 4,164-ton Japanese passenger-cargoman KAISO MARU to the bottom of the sea (10°-9'N; 147° 25'E). The last four of 28 depth charges gave TULLIBEE a considerable shaking before she evaded her tormentors and cleared the scene. While on the surface, 2 September 1943, the wakes of two torpedoes from a Japanese submarine were observed to pass ahead of TULLIBEE. She returned to the base at Midway on 7 September 1943 for refit.

TULLIBEE put to sea from Midway on 28 September 1943 to conduct her second war patrol in the China Sea, north of Formosa and off the China Coast. She entered her assigned area on 14 October, hampered by 50-foot waves and gusts which swept the sea at typhoon force. The weather clearing on 14 October, TULLIBEE commenced an end-around on a convoy of nine passenger-cargo ships, guarded by three destroyers. About an hour after midnight, she moved in to sink the 5,866-ton Japanese passenger-freighter CHICAGO MARU (24° 35'N;

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HISTORY OF USS UNDERHILL (DE 682)

USS UNDERHILL (DE 682) was named in honor of Ensign Samuel Jackson Underhill, United States Naval Reserve, who gave his life for his country in the Battle of the Coral Sea, and who was awarded the Navy Cross for his heroism during the battle and the actions which immediately preceded it.

Samuel Underhill was born in Jericho, New York, 25 August 1917, and enlisted in the Naval Reserve 8 November 1940. After elimination flight training, he was appointed aviation cadet, and continued his aviation training at Jacksonville and Miami, Florida. He was commissioned ensign 6 August 1941, and received final training from the Fleet Air Detachment, Norfolk, Virginia. On 2 October 1941, Underhill was assigned to Scouting Squadron FIVE in YORKTOWN (CV 5).

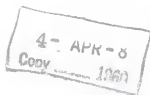
With Scouting Squadron FIVE, Underhill took part on the attacks on Japanese shipping at Tulagi Harbor which took place 4 May 1942, and his Navy Cross citation credits him with material assistance in the heavy damage done the Japanese fleet there. He took part in the attack which led to the sinking of Japanese carrier SHOKO on 7 May 1942, and while flying combat air patrol on 8 May 1942, lost his life when engaging a flight of enemy bombers, torpedo planes, and their fighter escort. In all of these actions, he displayed extraordinary heroism and extreme disregard of his own safety.

USS UNDERHILL (DE 682) was built by the Bethlehem Steel Company, Fore River Shipyard, Quincy, Massachusetts. Her keel was laid 16 September 1943 and she was launched 15 October 1943, under the sponsorship of Mrs. Daniel Underhill, aunt of Ensign Underhill. The ocean escort was placed in commission at the Fore River Shipyard on 15 November 1943, Lieutenant Sidney R. Jackson, USNR, in command.

After final fitting out in the Boston Navy Yard, UNDERHILL cleared port on 7 December 1943 for shakedown training based at Great Sound, Bermuda. She returned to the Boston Navy Yard for post-shakedown alterations on 9 January, put to sea on the 17th, and reported for duty to Commander, Caribbean Sea Frontier at Guantanamo Bay, 22 January. The following months were spent as a unit of Escort Division 56 in the escort of convoys and merchantmen between various ports of the Caribbean while based in Guantanamo Bay.

UNDERHILL arrived at Miami, Florida, 29 May 1945, having escorted SS GEORGE WASHINGTON from Jamaica, and reported for duty to Commander-in-Chief U. S. Atlantic Fleet. She got underway that afternoon and entered the Boston Navy Yard. During the next twenty days her torpedo tubes were removed and replaced by four Army-type single-barrel air cooled 40-mm guns. On the 21st of June, she stood out of Boston Harbor in company with GILLETTE (DE 681), carrying the Commander of Escort Division 56, for battle practice in waters of Casco Bay, Maine.

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HISTORY OF USS WAMPANOAG (ATA 202)

USS WAMPANOAG (ATA 202) is named in honor of the Wampanoag Indian Tribe. She served the Navy as USS ATA-202 until the assignment of name to the auxiliary ocean tug on 16 July 1948.

The Wampanoag Tribe belonged to the Algonquian linguistic stock, and occupied Rhode Island east of Narragansett Bay; Bristol County, Massachusetts; the southern part of Plymouth County; and the extreme western part of Barnstable.

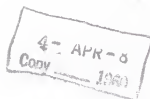
Soon after the Pilgrims had established themselves at Plymouth in 1620, they made a treaty of friendship with the Wampanoag head chief, Massasoit, who played a great part in the early history of the colony. Massasoit died in 1662 and was succeeded by two sons in succession, the second of whom, Metacomet or Metacom, is the King Philip of history. Observing the steady influx of White colonists into Indian lands, King Philip organized a native confederacy against them and a bloody war followed (1675-1676) in which King Philip was killed and the power of the tribes of southern New England finally destroyed. The Wampanoag survivors settled with the Sakonnet, who had remained neutral, and formed towns with the Nauset in the western part of Barnstable County. In 1763 they suffered severely from an epidemic, but a number of bands have preserved their autonomy to the present day. The Indians of Martha's Vineyard and Nantucket, like the Sakonnet, had refused to join the confederacy and consequently maintained their numbers relatively intact for a longer period. They continued to decline, however, and in 1764 two-thirds of the Nantucket Indians were destroyed by a fever. The Indians of Martha's Vineyard, on the other hand, received considerable accessions from the mainland and have maintained themselves down to our day.

WAMPANOAG was built by the Gulfport Boiler and Welding Works, Port Arthur, Texas. Her keel was laid 24 August 1944 and she was launched 10 October 1944. The auxiliary ocean tug was placed in commission on 8 December 1944, Lieutenant Raymond W. Kurz, USN, in command.

After shakedown training in the Gulf of Mexico, WAMPANOAG departed Galveston, Texas, 5 January 1945, enroute to the Pacific. She transited the Panama Canal 13 January, took a barrack ship and big harbor tug in tow at Balboa, and arrived at Pearl Harbor 12 February 1945. Underway from Pearl Harbor on 4 March, she towed U. S. A. E. dredge NEPTUNE and tug EADS to Eniwetok, Marshall Islands, then towed a little harbor tug and a floating drydock to Apra Harbor, Guam, where she arrived 20 April 1945.

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SHIP'S HISTORY SECTION

HISTORY OF USS WAXSAW



WAXSAW is the first ship of the Fleet to bear the name. An ironclad monitor launched 4 May 1865 bearing the same name was laid up at League Island Navy Yard, Pennsylvania in 1866, and remained there until broken up in 1875. The Waxsaw Indians lived on the border between North and South Carolina. Although allied to the Catawba, they were a separate tribe.

WAXSAW (AN-91), formerly YN-120, was built by Zenith Dredge Co., Duluth, Minnesota. Her keel was laid 31 May 1944 and she was launched 15 September 1944, under the sponsorship of Mrs. J. L. Conlon, wife of the General Manager of the shipbuilding company. She was placed in commission 6 May 1945 at Duluth, Minnesota, with Lieutenant Kearny R. Garrison, USNR, in command.

On 11 May 1945 WAXSAW sailed for Boston, Massachusetts, via the St. Lawrence Waterway and calling at Cleveland, Ohio; Ogdenburg, New York; Cornwall, Ontario; and Montreal and Quebec, Province de Quebec; and Halifax, Nova Scotia, before arriving at the U. S. Naval Dry Docks in Boston 29 May. Following voyage repairs and fitting out, she reported to Commander, AN Shakedown Group and Precommissioning Training Center at Melville, Rhode Island and was engaged in activities there from 13 to 30 June. She returned to Boston for a postshakedown availability.

On 10 July WAXSAW sailed for the Canal Zone with her ultimate destination expected to be Pearl Harbor. Upon her arrival at the Small Craft Training Center, San Pedro, California, she was ordered to report to U. S. Naval Net Depot and Training School, Tiburon, California, for eighteen days of refresher training. Arriving there 10 August, the ship was retained for temporary duty in connection with the removal of the San Francisco Net Line after the Japanese surrender on 14 August. She completed this duty 24 September, and, after an availability at Alameda, was reassigned to the Atlantic Fleet.

WAXSAW sailed with TUNXIS (AN-90) on 12 October 1945 for the Canal Zone. Reporting to CINCLANT and Commander, Service Force, Atlantic Fleet on 3 November, she was assigned to duty with St. John's River Group, Green Cove Springs, Florida to establish moorings for Reserve Fleet units moored there. She remained on this duty until late in 1949 when she was ordered to change her home port to Norfolk.

With the outbreak of the Korean conflict in 1950, WAXSAW was utilized for extensive net laying operations in Hampton Roads. She was also engaged in target towing and various other training exercises. During 8-28 February 1951, she was at Melville, Rhode Island, for net

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HISTORY OF USS WINGFIELD (DE 194)

USS WINGFIELD (DE 194) was named in honor of Ensign John Davis Wingfield, United States Naval Reserve, who gave his life for his country in the Battle of the Coral Sea, and was awarded the Navy Cross for his heroism in that action.

John Wingfield was born in Richmond, Virginia, 4 November 1916, and enlisted in the Naval Reserve 15 November 1940. After elimination flight training, he was appointed aviation cadet, and received additional training at Jacksonville and Miami, Florida. Commissioned ensign as of 16 July 1941, Wingfield's training was completed with the Advanced Carrier Training Group, Pacific Fleet, and on 7 December 1941, he was assigned to Scouting Squadron TWO on board LEXINGTON (CV 2).

With Scouting Squadron TWO, Wingfield took part in the Pacific raids of February and March 1942. On the second day of the Battle of the Coral Sea, 8 May 1942, Wingfield flew an attack against an enemy carrier. When his bomb failed to release during his initial dive, he pulled out, and although now unprotected and unsupported, returned to make a second attack. He failed to return from this attack. The Navy Cross was posthumously awarded Wingfield for the heroism and determination he displayed in this action.

USS WINGFIELD (DE 194) was built by the Federal Shipbuilding and Dry Dock Company of Newark, New Jersey. Her keel was laid 7 October 1943 and she was launched 30 December 1943, under the sponsorship of Mrs. E. E. Wingfield of Richmond, Virginia, mother of Ensign Wingfield. The ocean escort was placed in commission in the New York Navy Yard on 28 January 1944, Lieutenant Commander Howard E. Purdy, USNR, in command.

WINGFIELD got underway from New York on 15 February 1944 for shakedown training while based in Great Sound, Bermuda, and returned to New York on 18 March for final alterations, followed by refresher training in Casco Bay, near Portland, Maine. On 1 April she moored at the Naval Operating Base of Norfolk and reported for duty as a training ship for the Destroyer Escort School.

After two 4-day training cruises in the lower Chesapeake Bay, she made an escort voyage for a coastal convoy to New York and return (8-11 April 1944) and cleared Norfolk five days later in company with THORNHILL (DE 195) for a submarine hunt south of Cape Hatteras, thence to Great Sound, Bermuda. She returned to Norfolk on 1 May and became the flagship of Destroyer Escort Division 55.

All ships of the division entered New York Harbor on 9 May 1944 and returned to Norfolk with the New York Section of Convoy UGS-42 the next day. This 108-ship convoy cleared Hampton Roads on 13 May and WINGFIELD reached Bizerte, Tunisia, on 1 June. She returned to New York with another convoy on 29 June and got underway from that port on 10 July for refresher training in Casco Bay.